# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# LOS ANGELES DIVISION

# 160

To Take Effect Sunday, June 14, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
*General Manager.*

R. L. RUBY,
*Superintendent of Transportation.*

T. H. WILLIAMS,
*Assistant General Manager.*

C. F. DONNATIN,
*Superintendent.*

## VENTURA SUBDIVISION.

| Capacity Sidings in Car Lengths | EASTWARD<br>SECOND CLASS<br>118<br>Mixed<br>Leave Daily Ex. Sunday | Distance from San Francisco | Time Table No. 160<br>June 14, 1931<br>Ojai Branch<br>STATIONS | Distance from Ventura Junc. | WESTWARD<br>SECOND CLASS<br>121<br>Mixed<br>Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|
| 17 PWFT | 1.05 PM | 412.3 | OJAI<br>1.2 | 15.0 | s 12.30 PM |
| Spur 3 | f | 411.1 | MATILIJA<br>2.2 | 13.8 | f |
| Spur 8 | f | 408.9 | TICO<br>2.1 | 11.6 | f |
| 10 | f | 406.8 | OAKVIEW<br>1.7 | 9.5 | f |
| Spur 8 | f | 405.1 | LACROSS<br>2.2 | 7.8 | f |
| | f | 402.9 | CANET<br>0.5 | 5.6 | f |
| Spur 3 | f | 402.4 | WELDONS<br>1.6 | 5.1 | f |
| 10 | f 1.50 | 400.8 | ORTONVILLE<br>0.5 | 3.5 | f 11.43 AM |
| Spur 19 | f | 400.3 | WADSTROM<br>1.3 | 3.0 | f |
| Spur 12 | f | 399.0 | CHRISMAN<br>1.7 | 1.7 | f |
| | s 2.09 PM | 397.8 | R VENTURA JCT. | 0.0 | 11.33 AM |
| | Arrive Daily Ex. Sunday | | (15.0) | | Leave Daily Ex. Sunday |
| | (1.04)<br>14.06 | | ................Time over District................<br>................Average speed per hour................ | | (0.57)<br>15.78 |

All trains stop on signal at Foster Memorial Park.

## VENTURA SUBDIVISION.

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | Time Table No. 160<br>June 14, 1931<br>Burbank Branch<br>STATIONS | Distance from Burbank | WESTWARD |
|---|---|---|---|---|---|
| W 90<br>E 53 PW | | 445.5 | TO CHATSWORTH<br>3.6 | 21.3 | |
| | | 449.1 | CROSSING P. E. RY.<br>0.1 | 17.7 | |
| 37 | | 449.2 | CANOGA PARK<br>4.2 | 17.6 | |
| 37 | | 453.4 | TARZANA<br>2.0 | 13.4 | |
| 33 | | 455.4 | ENCINO<br>3.0 | 11.4 | |
| | | 458.4 | CROSSING P. E. RY.<br>0.0 | 8.4 | |
| 39 | | 458.4 | VAN NUYS<br>1.5 | 8.4 | |
| 38 | | 459.9 | KESTER<br>1.3 | 6.9 | |
| | | 461.2 | GARNSEY<br>1.6 | 5.6 | |
| | | 462.8 | NORTH HOLLYWOOD<br>1.1 | 4.0 | |
| Spur 3 | | 463.9 | LAPACO<br>0.7 | 2.9 | |
| Spur 4 | | 464.6 | MACNEIL<br>2.2 | 2.2 | |
| 45 WY | | 466.8 | BURBANK | 0.0 | |
| | | | (21.3) | | |

Service by Extra Trains Only.

## VENTURA SUBDIVISION.

### EASTWARD

| Capacity Sidings in Car Lengths | SECOND CLASS | SECOND CLASS<br>118<br>Mixed<br>Leave Daily Ex. Sunday | FIRST CLASS<br>78<br>Shore Line<br>Leave Daily | FIRST CLASS<br>38<br>Oxnard Motor<br>Leave Daily | FIRST CLASS<br>72<br>Daylight<br>Leave Daily | FIRST CLASS<br>36<br>Los Angeles Passenger<br>Leave Daily | FIRST CLASS<br>32<br>Los Angeles Passenger<br>Leave Daily | FIRST CLASS<br>74<br>Padre<br>Leave Daily | FIRST CLASS<br>76<br>Lark<br>Leave Daily | FIRST CLASS<br>102<br>Sunset Limited<br>Leave Daily | Distance from San Francisco | Time Table No. 160<br>June 14, 1931<br>STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BKPWFT Yard | | | 7.30 PM | | 4.50 PM | | 1.55 PM | 7.20 AM | 6.02 AM | 5.10 AM | 370.7 | TO-R STA. BARBARA<br>1.2 | D. T. |
| | | | 7.35 | | 4.55 | | 2.00 | 7.25 | 6.07 | 5.15 | 371.9 | E. STA. BARBARA<br>1.5 | |
| 44 | | | 7.37 | | 4.57 | | 2.03 | 7.28 | 6.10 | 5.18 | 373.4 | MONTECITO<br>0.5 | |
| | | | | | | | | | | | 373.9 | BILTMORE<br>0.7 | |
| | | | | | | | f | f | | | 374.6 | MIRAMAR<br>1.6 | |
| P | | | | | | | f | | | | 376.2 | SUMMERLAND<br>1.1 | |
| 89 P | | | 7.42 | | 5.02 | | 2.09 | 7.34 | 6.16 | 5.24 | 377.8 | ORTEGA<br>3.9 | |
| 42 PW | | | 7.47 | | 5.07 | | s 2.14 | s 7.39 | 6.21 | 5.29 | 381.2 | TO CARPINTERIA<br>2.2 | |
| 44 P | | | 7.50 | | 5.10 | | 2.17 | 7.42 | 6.25 | 5.33 | 383.4 | WAVE<br>1.1 | |
| Spur 17 P | | | | | | | | | | | 384.5 | BENHAM<br>1.2 | |
| 42 P | | | 7.54 | | 5.14 | | 2.21 | 7.46 | 6.30 | 5.38 | 385.7 | PUNTA<br>2.9 | |
| 67 P | | | 7.58 | | 5.18 | | 2.25 | 7.50 | 6.34 | 5.42 | 388.6 | SEACLIFF<br>4.3 | |
| 41 P | | | 8.04 | | 5.24 | | 2.31 | 7.56 | 6.40 | 5.48 | 392.9 | DULAH<br>4.4 | |
| P | | 2.09 PM | | | | | | | | | 397.8 | VENTURA JCT.<br>0.9 | |
| Yard 131 PW | | s 2.15 PM | s 8.15 | | **5.36** | 2.50 PM | s 2.43 | s 8.07 | 6.51 | f 6.00 | 398.2 | TO VENTURA<br>2.0 | |
| | | | | | | | | | | | 400.2 | LEMON<br>0.8 | |
| | | | | | | f | | | | | 401.0 | EDFU<br>2.2 | |
| 45 PY | | | 8.22 | 7.53 PM | 5.43 | s 2.57 PM | f 2.50 | f 8.14 | 6.58 | 6.07 | 403.2 | MONTALVO<br>2.4 | A. B. S. |
| Spur 12 | | | | | | | | | | | 405.6 | EL RIO<br>2.2 | |
| BKFWYP 140 Yard | | | s **8.30** | s 8.08 PM | 5.49 | | s 2.58 | s 8.21 | 7.06 | f 6.15 | 407.8 | TO OXNARD<br>4.3 | |
| 71 P | | | 8.36 | | 5.55 | | 3.04 | 8.27 | 7.12 | 6.21 | 412.1 | LEESDALE<br>1.5 | |
| 32 | | | | | | | | | | | 413.6 | SUCROSA<br>3.0 | |
| 84 P | | | 8.42 | | 6.01 | | f 3.10 | f 8.33 | 7.18 | 6.27 | 416.6 | TO CAMARILLO<br>3.2 | |
| 44 P | | | 8.47 | | 6.05 | | f 3.15 | 8.38 | 7.23 | 6.32 | 419.8 | TO SOMIS<br>3.1 | |
| 69 P | | | 8.52 | | 6.09 | | 3.19 | 8.43 | 7.28 | 6.37 | 422.9 | LAGOL<br>4.2 | |
| 76 PW | | | 8.59 | | 6.15 | | s 3.26 | f 8.50 | 7.36 | 6.44 | 427.1 | TO MOORPARK<br>5.1 | |
| 74 P | | | 9.08 | | 6.22 | | 3.33 | 8.58 | 7.45 | 6.52 | 432.2 | STRATHEARN<br>1.3 | |
| 16 P | | | | | | | f | f | | | 433.5 | SIMI<br>4.0 | |
| 64 P | | | **9.18** | | 6.29 | | f 3.42 | f **9.07** | 7.55 | 7.00 | 437.5 | TO SANTA SUSANA<br>3.5 | |
| 77 P | | | **9.26** | | 6.35 | | 3.49 | 9.14 | 8.03 | 7.07 | 441.0 | HASSON<br>4.5 | |
| W 91<br>E 52 PW | | | 9.37 | | 6.44 | | f 4.00 | f 9.23 | 8.13 | 7.16 | 445.5 | TO CHATSWORTH<br>4.4 | |
| E 59<br>W 57 P | | | 9.44 | | 6.50 | | f **4.09** | f 9.31 | 8.19 | 7.22 | 449.9 | TO NORTH LOS ANGELES<br>4.2 | |
| E 48<br>W 47 W | | | 9.50 | | 6.56 | | 4.16 | 9.38 | 8.25 | 7.28 | 454.1 | RAYMER<br>0.9 | |
| I | | | | | | | f | | | | 455.0 | Crossing P. E. Ry.<br>3.4 | |
| E 46<br>W 47 P | | | 9.57 | | 7.02 | | 4.24 | **9.46** | **8.34** | 7.34 | 458.4 | HEWITT<br>4.3 | |
| PI | | | 10.03 PM | | **7.08** PM | | 4.31 PM | 9.53 AM | 8.41 AM | 7.40 AM | 462.7 | TO-R BURBANK JCT. | |
| | | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (92.0) | |
| | | (0.06)<br>9.00 | (2.33)<br>36.07 | (0.15)<br>18.40 | 2.18)<br>40.00 | (0.07)<br>42.85 | (2.36)<br>35.38 | (2.33)<br>36.07 | (2.39)<br>34.71 | (2.30)<br>36.80 | | ................Time over District<br>................Average speed per hour | |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | | |
|---|---|---|---|---|---|
| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 102 | Any Station | Receive | El Paso | | Daily |
| 74 | Somis | Receive | Los Angeles | | Daily |
| 76 | Montalvo | Discharge | Santa Paula Branch points | | Daily |

# VENTURA SUBDIVISION.

## WESTWARD

| | | Time Table No. 160<br>June 14, 1931<br>STATIONS | Distance from Burbank Jct. | FIRST CLASS | | | | | | SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 71<br>Daylight | 77<br>Shore Line | 31<br>Santa Barbara Passenger | 101<br>Sunset Limited | 75<br>Lark | 73<br>Padre | 39<br>Los Angeles Motor | 35<br>Ventura Passenger | 121<br>Mixed |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| D.T. | TO-R | STA. BARBARA<br>1.2 | 92.0 | s 10.55 AM | s 12.15 PM | s 6.30 PM | s 9.35 PM | s 11.08 PM | s 11.25 PM | | | |
| | | E. STA. BARBARA<br>1.5 | 90.8 | 10.50 | 12.10 | 6.25 | 9.29 | 11.00 | 11.18 | | | |
| A.B.S. | | MONTECITO<br>0.5 | 89.3 | 10.46 | 12.06 PM | 6.20 | 9.25 | 10.57 | 11.13 | | | |
| | | BILTMORE<br>0.7 | 88.8 | | | | | | f | | | |
| | | MIRAMAR<br>1.6 | 88.1 | | | f | | | | | | |
| | | SUMMERLAND<br>1.1 | 86.5 | | | f | | | | | | |
| | | ORTEGA<br>3.9 | 85.4 | 10.39 | 11.59 AM | 6.11 | 9.18 | 10.51 | 11.03 | | | |
| | TO | CARPINTERIA<br>2.2 | 81.5 | 10.34 | s 11.54 | s 6.06 | 9.13 | 10.45 | 10.58 | | | |
| | | WAVE<br>1.1 | 79.3 | 10.31 | 11.49 | 6.01 | 9.09 | 10.40 | 10.54 | | | |
| | | BENHAM<br>1.2 | 78.2 | | | | | | | | | |
| | | PUNTA<br>2.9 | 77.0 | 10.26 | 11.44 | 5.57 | 9.05 | 10.35 | 10.49 | | | |
| | | SEACLIFF<br>4.3 | 74.1 | 10.22 | 11.39 | 5.53 | 9.01 | 10.30 | 10.44 | | | |
| | | DULAH<br>4.4 | 69.8 | 10.16 | 11.33 | 5.47 | 8.55 | 10.24 | 10.38 | | | |
| | | VENTURA JCT.<br>0.9 | 65.4 | | | | | | | | | s 11.33 AM |
| | TO | VENTURA<br>2.0 | 64.5 | 10.04 | s 11.22 | s 5.36 | f 8.44 | 10.13 | s 10.27 | | s 10.15 AM | 11.27 AM |
| | | LEMON<br>0.8 | 62.5 | | | | | | | | | |
| | | EDFU<br>2.2 | 61.7 | | | | | | | | f | |
| | | MONTALVO<br>2.4 | 59.5 | 9.54 | 11.11 | 5.17 | 8.36 | 10.05 | f 10.18 | s 6.53 AM | 10.03 AM | |
| | | EL RIO<br>2.2 | 57.1 | | | | | | | f | | |
| | TO | OXNARD<br>4.3 | 54.9 | 9.48 | s 11.05 | s 5.11 | f 8.30 | 9.59 | s 10.12 | 6.45 AM | | |
| | | LEESDALE<br>1.5 | 50.6 | 9.41 | 10.55 | 5.04 | 8.20 | 9.52 | 10.04 | | | |
| | | SUCROSA<br>3.0 | 49.1 | | | | | | | | | |
| | TO | CAMARILLO<br>3.2 | 46.1 | 9.35 | f 10.49 | f 4.58 | 8.14 | 9.46 | f 9.58 | | | |
| | TO | SOMIS<br>3.1 | 42.9 | 9.31 | f 10.45 | f 4.54 | 8.10 | 9.42 | 9.54 | | | |
| | | LAGOL<br>4.2 | 39.8 | 9.27 | 10.41 | 4.50 | | 9.38 | | | | |
| | TO | MOORPARK<br>5.1 | 35.6 | 9.21 | f 10.35 | s 4.44 | 8.01 | 9.32 | f 9.45 | | | |
| | | STRATHEARN<br>1.3 | 30.5 | 9.14 | f 10.28 | 4.37 | | 9.25 | | | | |
| | | SIMI<br>4.0 | 29.2 | | f | f | | | | | | |
| | TO | SANTA SUSANA<br>3.5 | 25.2 | 9.07 | f 10.21 | f 4.30 | 7.48 | 9.18 | 9.32 | | | |
| | | HASSON<br>4.5 | 21.7 | 9.02 | 10.16 | 4.25 | 7.43 | 9.07 | 9.26 | | | |
| | TO | CHATSWORTH<br>4.4 | 17.2 | 8.53 | 10.07 | f 4.16 | 7.34 | 8.58 | 9.11 | | | |
| | TO | NORTH LOS ANGELES<br>4.2 | 12.8 | 8.47 | f 10.00 | f 4.09 | 7.28 | 8.50 | f 9.03 | | | |
| | | RAYMER<br>0.9 | 8.6 | 8.41 | 9.53 | 4.01 | 7.22 | 8.43 | 8.55 | | | |
| | | CROSSING P. E. RY.<br>3.4 | 7.7 | | | f | | | | | | |
| | | HEWITT<br>4.3 | 4.8 | 8.34 | 9.46 | 3.54 | 7.15 | 8.36 | 8.48 | | | |
| | TO-R | BURBANK JCT. | 0.0 | 8.27 AM | 9.35 AM | 3.48 PM | 7.08 PM | 8.29 PM | 8.41 PM | | | |
| | | (92.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | | Time Over District<br>Average speed per hour | | (2.28)<br>37.29 | (2.40)<br>34.50 | (2.42)<br>34.07 | (2.27)<br>37.55 | (2.39)<br>34.06 | (2.44)<br>33.65 | (0.08)<br>37.50 | (0.12)<br>25.00 | (0.06)<br>9.00 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 101 | Any Station | Discharge | | El Paso | Daily |
| 77 | Somis | Unload meat express | | | Daily |
| 77 | Miramar | Discharge | | El Paso | Daily |
| 73 | Carpinteria | Discharge | | Los Angeles | Daily |
| 73 | Carpinteria | Receive | Salinas or where scheduled stop | | Daily |

# VENTURA SUBDIVISION

## Santa Paula Branch

| Capacity Sidings in Car Lengths | EASTWARD FIRST CLASS<br>36<br>Los Angeles Passenger | EASTWARD FIRST CLASS<br>34<br>Los Angeles Motor | Distance from San Francisco | | Time Table No. 160<br>June 14, 1931<br>Santa Paula Branch<br>STATIONS | Distance from Saugus | WESTWARD FIRST CLASS<br>35<br>Ventura Passenger | WESTWARD FIRST CLASS<br>37<br>Oxnard Motor |
|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily |
| Yard PY 36 | 3.00 PM | 6.59 AM | 403.2 | R | MONTALVO<br>4.4 | 45.5 | s 9.59 AM | s 7.52 PM |
| 60 P | s 3.07 | s 7.06 | 407.6 | TO | SATICOY<br>3.4 | 41.1 | s 9.51 | s 7.44 |
| 13 | | | 411.0 | | LIMCO<br>0.3 | 37.7 | | |
| 35 P | f 3.13 | f 7.12 | 411.3 | | HAINES<br>2.0 | 37.4 | f 9.43 | f 7.36 |
| Spur 2 | | | 413.3 | | TEPIC<br>1.4 | 35.4 | | |
| 45 PW | s 3.22 | s 7.21 | 414.7 | TO | SANTA PAULA<br>1.2 | 34.0 | s 9.35 | s 7.28 |
| Spur 8 | | | 415.9 | | KEVET<br>5.3 | 32.8 | | |
| Spur 14 | | | 421.2 | | KEITH<br>0.6 | 27.5 | | |
| 22 P | f 3.32 | f 7.31 | 421.8 | | SESPE<br>1.1 | 26.9 | f 9.24 | f 7.17 |
| Spur 13 | f | f | 422.9 | | BROWNSTONE<br>1.6 | 25.8 | f | f |
| Yard BKP 40 | s 3.38 | s 7.37 | 424.5 | TO-R | FILLMORE<br>2.3 | 24.2 | s 9.19 | s 7.12 |
| Spur 8 | | | 426.8 | | WILSHIRE<br>1.4 | 21.9 | | |
| 35 P | f 3.44 | f 7.43 | 428.2 | | CAVIN<br>1.0 | 20.5 | f 9.13 | f 7.06 |
| Spur 8 | | | 429.2 | | OATES<br>0.7 | 19.5 | | |
| 20 | f 3.48 | f 7.47 | 429.9 | | BUCKHORN<br>1.9 | 18.8 | f 9.09 | f 7.02 |
| 35 PW | s 3.54 | s 7.53 | 431.8 | TO | PIRU<br>2.5 | 16.9 | s 9.04 | s 6.57 |
| 21 | f 4.02 | f 8.01 | 434.3 | | CAMULOS<br>4.1 | 14.4 | f 8.56 | f 6.49 |
| 36 P | f 4.12 | f 8.11 | 438.4 | | KEMP<br>2.6 | 10.3 | f 8.46 | f 6.39 |
| | f | f | 441.0 | | DEL VALLE<br>3.1 | 7.7 | f | f |
| 37 P | f 4.22 | f 8.21 | 444.1 | | CASTAIC<br>1.1 | 4.6 | f 8.37 | f 6.30 |
| 19 | | | 445.2 | | OBERG<br>2.7 | 3.8 | | |
| 22 | | | 447.9 | | PARDEE<br>0.8 | 0.8 | | |
| 78 BKFWY Yard | s 4.30 PM | s 8.29 AM | 448.7 | TO-R | SAUGUS | 0.0 | 8.29 AM | 6.22 PM |
| | Arrive Daily | Arrive Daily | | | (45.5) | | Leave Daily | Leave Daily |
| | (1.30)<br>30.31 | (1.30)<br>30.31 | | | Time over district<br>Average speed per hour | | (1.30)<br>30.31 | (1.30)<br>30.31 |

# VENTURA SUBDIVISION.

## EASTWARD

| Capacity Sidings in Car Lengths | SECOND CLASS | | | | | FIRST CLASS | | | | | | | | | | | | Distance from San Francisco | | Time Table No. 160<br>June 14, 1931 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 264 | 262 | 322 | 258 | 266 | 52 | 78 | 72 | 36 | 32 | 74 | 34 | 76 | 26 | 60 | 102 | 56 | | | |
| | Freight | Freight | Local Freight | Freight | Freight | San Joaquin | Shore Line | Daylight | Los Angeles Passenger | Los Angeles Passenger | Padre | Los Angeles Motor | Lark | Owl | West Coast | Sunset Limited | Tehachapi | | | |
| | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS |
| W71 Yard E78 BKWFYP | 9.05 PM | 2.55 PM | 9.30 AM | 9.00 AM | 3.20 AM | 9.34 PM | | | 4.33 PM | | | 8.32 AM | | 7.25 AM | 7.15 AM | | 6.10 AM | 450.6 | A.B.S. | TO-R SAUGUS<br>2.4 |
| 63 P | 9.14 | 3.05 | 9.38 | 9.12 | 3.30 | 9.38 | | | f4.38 | | | s 8.37 | | 7.30 | 7.19 | | f 6.15 | 453.0 | | TO NEWHALL<br>0.7 |
| 80 | | | | | | | | | | | | | | | | | | 453.7 | | ELAYON<br>0.7 |
| | | | | | | | | | | | | | | | | | | 454.4 | | WALTZ JUNC.<br>2.2 |
| 58 P | 9.31 | 3.24 | 10.00 | 9.36 | 3.48 | 9.48 | | | f4.50 | | | f 8.48 | | 7.42 | 7.29 | | 6.30 | 456.6 | | TO TUNNEL<br>2.6 |
| 83 P | 9.41 | 3.34 | 10.10 | 9.50 | 3.58 | 9.52 | | | f4.54 | | | f 8.56 | | 7.47 | 7.33 | | 6.34 | 459.2 | | SYLMAR<br>2.6 |
| Yard 105 BKWFTP | 9.57 | 3.46 | 10.25 | 10.01 | 4.10 | f 9.57 | | | s5.00 | | | s 9.01 | | 7.52 | f 7.38 | | s 6.41 | 461.8 | | TO-R SAN FERNANDO<br>0.7 |
| Spur 15 | | | | | | | | | | | | | | | | | | 462.5 | | JOKO<br>0.9 |
| 85 P | 10.06 | 3.52 | 10.30 | 10.06 | 4.15 | 10.01 | | | f5.04 | | | f 9.05 | | 7.56 | 7.41 | | f 6.45 | 463.4 | | PACOIMA<br>2.2 |
| 39 P | | | | | | | | | | | | | | | | | | 465.6 | | WAHOO<br>2.3 |
| 96 P | 10.17 | 4.05 | 10.42 | 10.17 | 4.26 | 10.07 | | | f5.10 | | | f 9.12 | | 8.02 | 7.47 | | f 6.55 | 467.9 | | ROSCOE<br>3.7 |
| 64 PI | 10.28 | 4.16 | 10.53 | 10.29 | 4.38 | 10.13 | 10.03 PM | 7.08 PM | 5.17 | 4.31 PM | 9.53 AM | 9.18 | 8.41 AM | 8.08 | 7.55 | 7.40 AM | 7.02 | 471.6 | D.T. | TO-R BURBANK JCT.<br>0.5 |
| Mid 61 PWY | | | | | | s10.14 | 10.04 | 7.09 | s5.19 | s 4.33 | f 9.54 | s 9.19 | 8.42 | f 8.09 | 7.56 | f7.41 | s 7.03 | 472.1 | | BURBANK<br>2.2 |
| | | | | | | | | | | | | | | | | | | 474.3 | | SEPULVEDA<br>0.7 |
| | | | | | | | | | | | | | | | | | | 475.0 | | WEST GLENDALE<br>2.1 |
| Mid 58 P | | | | | | s10.24 | s10.13 | s7.18 | s5.28 | s 4.42 | s10.03 | s 9.28 | s 8.49 | s 8.19 | s 8.07 | s7.48 | s 7.12 | 477.1 | | GLENDALE<br>0.2 |
| I | | | | | | | | | | | | | | | | | | 477.3 | | Crossing P. E. Ry.<br>0.6 |
| Spur 22 | | | | | | | | | | | | | | | | | | 477.9 | | INDUSTRIAL<br>1.4 |
| Spur 30 | | | | | | | | | | | | | | | | | | 479.3 | | TAYLOR<br>0.4 |
| Yard BKTWFP | 10.55 PM | 4.40 PM | 11.20 AM | 10.55 AM | 5.05 AM | | | | s | | | s | | | | | | 479.7 | | R LOS ANGELES YD.<br>2.2 |
| IY | | | | | | 10.37 | 10.27 | 7.32 | 5.42 | 4.56 | 10.17 | 9.42 | 9.02 | 8.32 | 8.22 | 8.02 | 7.27 | 481.9 | | RIVER STA. TOWER<br>0.6 |
| I | | | | | | 10.41 | 10.31 | 7.36 | 5.46 | 5.01 | 10.21 | 9.46 | 9.06 | 8.36 | 8.26 | 8.06 | 7.31 | 482.5 | | NAUD JCT.<br>1.2 |
| Yard BKYWTP | | | | | | s 10.50 PM | s 10.40 PM | s 7.45 PM | s 5.55 PM | s 5.10 PM | s 10.30 AM | s 9.55 AM | s 9.15 AM | s 8.45 AM | s 8.35 AM | s 8.15 AM | s 7.40 AM | 483.7 | | TO-R LOS ANGELES |
| | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (33.1) |
| | (1.50)<br>15.92 | (1.45)<br>10.64 | (1.50)<br>15.81 | (1.55)<br>15.23 | (1.45)<br>16.62 | (1.16)<br>26.13 | (0.37)<br>19.61 | (0.37)<br>19.61 | (1.22)<br>24.21 | (0.39)<br>18.61 | (0.37)<br>19.61 | (1.23)<br>23.56 | (0.34)<br>21.35 | (1.20)<br>24.82 | (1.20)<br>24.82 | (0.35)<br>20.74 | (1.30)<br>22.07 | | | ........................Time over district<br>........................Average speed per hour |

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving, unless proceed signal is received from switch tender or yardmaster.

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 102 | Any Station | Receive | El Paso | | Daily |
| 26, 60 | Saugus | Discharge | | Fresno | Daily |
| 26 | San Fernando | Discharge | | Lathrop | Daily |
| 60 | Burbank | Discharge | Coast Line Points | Lathrop | Daily |
| 78 | Burbank | Discharge | | Any Station | Daily |

# VENTURA SUBDIVISION.

## WESTWARD

Time Table No. 160

June 14, 1931

| | STATIONS | Distance from Los Angeles | 35 | 71 | 51 | 77 | 31 | 37 | 25 | 101 | 59 | 75 | 73 | 55 | 261 | 263 | 323 | 265 | 255 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FIRST CLASS | | | | | | | | | | | | THIRD CLASS | | | | |
| | | | Ventura Passenger | Daylight | San Joaquin | Shore Line | SantaBarbara Passenger | Oxnard Motor | Owl | Sunset Limited | West Coast | Lark | Padre | Tehachapi | Freight | Freight | Local Freight | Freight | Freight |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily |
| A. B. S. | TO-R SAUGUS<br>2.4 | 33.1 | s 8.26AM | | f 9.17AM | | | s 6.19PM | 7.10PM | | s 8.58PM | | | s 12.25AM | 2.05AM | 4.53AM | 10.25AM | 1.10PM | 8.20PM |
| | TO NEWHALL<br>0.7 | 30.7 | s 8.22 | | 9.12 | | | s 6.14 | 7.06 | | 8.53 | | | f 12.20 | 1.55 | 4.43 | 10.18 | 12.45 | 8.10 |
| | ELAYON<br>0.7 | 30.0 | | | | | | | | | | | | | | | | | |
| | WALTZ JUNC.<br>2.2 | 29.3 | | | | | | | | | | | | | | | | | |
| | TUNNEL<br>2.6 | 27.1 | f 8.12 | | 9.02 | | | f 6.04 | 6.55 | | 8.42 | | | 12.08 | 1.37 | 4.27 | 10.00 | 12.20 | 7.55 |
| | SYLMAR<br>2.6 | 24.5 | 8.06 | | 8.56 | | | f 5.58 | 6.49 | | 8.34 | | | 12.01AM | 1.27 | 4.19 | 9.50 | 12.06PM | 7.47 |
| | TO-R SAN FERNANDO<br>0.7 | 21.9 | s 8.02 | | f 8.52 | | | s 5.53 | 6.45 | | 8.28 | | | s 11.55PM | 1.14 | 4.10 | 9.41 | 11.52AM | 7.40 |
| | JOKO<br>0.9 | 21.2 | | | | | | | | | | | | | | | | | |
| | PACOIMA<br>2.2 | 20.3 | f 7.56 | | 8.48 | | | f 5.48 | 6.42 | | 8.24 | | | 11.49 | 12.59 | 3.44 | 9.26 | 11.35 | 7.25 |
| | WAHOO<br>2.3 | 18.1 | | | | | | | | | | | | | | | | | |
| | ROSCOE<br>3.7 | 15.8 | f 7.47 | | 8.41 | | | f 5.41 | 6.35 | | 8.16 | | | 11.41 | 12.47 | 3.32 | 9.12 | 11.12 | 7.15 |
| D. T. | TO-R BURBANK JCT.<br>0.5 | 12.1 | 7.35 | 8.27AM | 8.35 | 9.35AM | 3.48PM | 5.34 | 6.29 | 7.08PM | 8.09 | 8.29PM | 8.41PM | 11.34 | 12.35 | 3.21 | 8.50 | 10.53 | 7.00 |
| | BURBANK<br>2.2 | 11.6 | s 7.33 | 8.26 | s 8.34 | s 9.34 | f 3.47 | s 5.33 | f 6.28 | f 7.07 | 8.08 | 8.28 | f 8.40 | f 11.33 | | | | | |
| | SEPULVEDA<br>0.7 | 9.4 | | | | | | | | | | | | | | | | | |
| | WEST GLENDALE<br>2.1 | 8.7 | | | | | | | | | | | | | | | | | |
| | GLENDALE<br>0.2 | 6.6 | s 7.24 | s 8.20 | s 8.26 | s 9.25 | s 3.39 | s 5.24 | s 6.21 | s 6.58 | s 8.01 | s 8.21 | s 8.30 | s 11.25 | | | | | |
| | CROSSING P. E. RY.<br>0.6 | 6.4 | | | | | | | | | | | | | | | | | |
| | INDUSTRIAL<br>1.4 | 5.8 | | | | | | | | | | | | | | | | | |
| | TAYLOR<br>0.4 | 4.4 | | | | | | | | | | | | | | | | | |
| | R LOS ANGELES YD.<br>2.2 | 4.0 | s | | | | | s | | | | | | | 12.10AM | 3.00AM | 8.25AM | 10.00AM | 6.35PM |
| | RIVER STA. TOWER<br>0.6 | 1.8 | 7.13 | 8.13 | 8.18 | 9.13 | 3.28 | 5.13 | 6.13 | 6.48 | 7.53 | 8.13 | 8.18 | 11.13 | | | | | |
| | NAUD JCT.<br>1.2 | 1.2 | 7.09 | 8.09 | 8.14 | 9.09 | 3.24 | 5.09 | 6.09 | 6.44 | 7.49 | 8.09 | 8.14 | 11.09 | | | | | |
| | TO-R LOS ANGELES | 0.0 | 7.00AM | 8.00AM | 8.05AM | 9.00AM | 3.15PM | 5.00PM | 6.00PM | 6.35PM | 7.40PM | 8.00PM | 8.05PM | 11.00PM | | | | | |
| | (33.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily |
| | Time over district.................... | | (1.26) | (0.27) | (1.12) | (0.35) | (0.33) | (1.19) | (1.10) | (0.33) | (1.18) | (0.29) | (0.36) | (1.25) | (1.55) | (1.53) | (2.00) | (3.10) | (1.45) |
| | Average speed per hour.................... | | 23.09 | 26.81 | 27.58 | 20.74 | 22.00 | 25.13 | 28.37 | 22.00 | 25.46 | 25.04 | 20.16 | 23.36 | 15.23 | 15.50 | 14.60 | 9.85 | 10.64 |

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving, unless proceed signal is received from switch tender or yardmaster.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 101 | Any Station | Discharge | | El Paso | Daily |
| 25 | San Fernando | Receive | Martinez where scheduled stop | | Daily |
| 25 | Saugus | Receive | Fresno | | Daily |
| 59 | Burbank-San Fernando | Receive | Mojave | | Daily |

# POMONA SUBDIVISION.

| Capacity of Sidings in Car Lengths | EASTWARD | | | | | | | | | | Distance from San Francisco | Time Table No. 160<br>June 14, 1931 | | Distance from Colton | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | | | | | FIRST CLASS | | | | | | | | | FIRST CLASS | | | | |
| | 276 | 274 | 272 | 270 | 268 | 14 | 4 | 104 | 12 | 102 | | | | | 13 | 3 | 103 | 11 | 101 |
| | Freight | Freight | Freight | Freight | Freight | Imperial | Golden State Limited | Argonaut | Apache | Sunset Limited | | | | | Imperial | Golden State Limited | Argonaut | Apache | Sunset Limited |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKTWFP | 9.30PM | 6.40PM | 3.55PM | 1.50AM | 12.10AM | | | | | | 479.7 | R LOS ANGELES YARD<br>2.2 | | 59.3 | | | | | |
| IY | | | | | | | | | | | 481.9 | RIVER STATION TOWER<br>1.8 | | 57.1 | | | | | |
| Yard BKYWTP | | | | | | 11.00PM | 6.15PM | 5.15PM | 12.05PM | 9.25AM | 483.7 | TO-R LOS ANGELES<br>1.2 | | 58.3 | s 6.00AM | s 7.45AM | s 8.40AM | s 8.55AM | s 5.00PM |
| I | | | | | | 11.09 | 6.24 | 5.24 | 12.14 | 9.34 | 482.5 | NAUD JCT.<br>0.5 | | 57.1 | 5.51 | 7.36 | 8.31 | 8.46 | 4.51 |
| | | | | | | | | | | | 482.4 | MISSION JCT.<br>0.1 | D.T. | 56.6 | | | | | |
| I | | | | | | | | | | | 482.5 | CROSSING A.T.&S.F.RY.<br>0.1 | | 56.5 | | | | | |
| | | | | | | | | | | | 482.6 | CROSSING L.A.&S.L.RY.<br>2.0 | | 56.4 | | | | | |
| | | | | | | | | | | | 484.6 | AURANT<br>3.1 | | 54.4 | | | | | |
| E 59 W 67 P | 10.00 | 7.10 | 4.25 | 2.20 | 12.41 | s11.32 | s 6.47 | s 5.47 | s12.37 | s 9.57 | 487.7 | TO ALHAMBRA<br>1.6 | | 51.3 | s 5.25 | s 7.11 | s 8.05 | s 8.20 | s 4.25 |
| 49 | 10.03 | 7.13 | 4.28 | 2.23 | 12.44 | | | | | | 489.3 | STONEMAN<br>1.3 | | 49.7 | f 5.19 | 7.08 | | | |
| 88 P | 10.06 | 7.16 | 4.31 | 2.26 | 12.47 | 11.37 | 6.51 | 5.51 | 12.41 | 10.01 | 490.6 | SAN GABRIEL<br>2.6 | | 48.4 | f 5.16 | 7.06 | 7.58 | 8.14 | 4.19 |
| P | | | | | | | | | | | 493.2 | SAVANNA<br>1.4 | | 45.8 | f | | | | |
| 75 P | 10.14 | 7.24 | 4.39 | 2.34 | 12.55 | f11.44 | 6.58 | 5.58 | 12.47 | 10.07 | 494.6 | TO EL MONTE<br>0.4 | | 44.4 | f 5.06 | 6.58 | 7.52 | 8.08 | 4.13 |
| | | | | | | | | | | | 495.0 | CROSSING P.E.RY.<br>2.3 | | 44.0 | | | | | |
| 90 PW | 10.19 | 7.29 | 4.44 | 2.39 | 1.00 | f11.49 | 7.02 | 6.02 | 12.51 | 10.11 | 497.8 | TO BASSETT<br>3.4 | | 41.7 | f 5.00 | 6.54 | 7.48 | 8.04 | 4.09 |
| 81 P | 10.25 | 7.35 | 4.50 | 2.45 | 1.06 | f | | | 12.56 | | 500.7 | TO PUENTE<br>2.8 | | 38.8 | f 4.54 | 6.49 | 7.43 | | |
| 70 P | 10.33 | 7.43 | 4.58 | 2.53 | 1.14 | 11.59PM | 7.10 | 6.10 | 1.00 | 10.19 | 503.5 | MARNE<br>3.3 | | 35.5 | 4.48 | 6.44 | 7.38 | 7.55 | 4.00 |
| 56 P | 10.42 | 7.52 | 5.07 | 3.02 | 1.23 | f12.05AM | 7.15 | 6.14 | 1.04 | 10.23 | 506.8 | WALNUT<br>3.9 | | 32.2 | f 4.44 | 6.39 | 7.34 | 7.51 | 3.56 |
| 72 P | 10.53 | 8.03 | 5.18 | 3.13 | 1.34 | f12.12 | 7.21 | 6.20 | 1.09 | 10.28 | 510.7 | SPADRA<br>3.6 | | 28.3 | f 4.38 | 6.33 | 7.29 | 7.46 | 3.51 |
| Yard KWTP 243 | 11.10 | 8.20 | 5.35 | 3.30 | 1.51 | s12.21 | 7.29 | 6.27 | 1.17 | 10.35 | 514.3 | TO POMONA<br>0.1 | A.B.S. | 24.7 | s 4.31 | f 6.26 | f 7.22 | 7.39 | 3.44 |
| | | | | | | | | | | | 514.4 | CROSSING P.E.RY.<br>3.4 | | 24.6 | | | | | |
| 72 P | 11.21 | 8.31 | 5.46 | 3.41 | 2.02 | 12.27 | 7.36 | 6.34 | 1.24 | 10.42 | 517.8 | NAROD<br>2.4 | | 21.2 | f 4.22 | 6.18 | 7.15 | 7.32 | 3.37 |
| Yard 125 P | 11.32 | 8.42 | 5.57 | 3.52 | 2.13 | s12.36 | 7.41 | 6.38 | 1.29 | 10.46 | 520.2 | TO ONTARIO<br>3.6 | | 18.8 | f 4.15 | f 6.13 | f 7.11 | 7.28 | 3.33 |
| 69 PW | 11.40 | 8.50 | 6.05 | 4.07 | 2.21 | f12.42 | 7.46 | 6.43 | 1.35 | 10.51 | 523.8 | TO GUASTI<br>2.3 | | 15.2 | f 4.07 | 6.07 | 7.05 | 7.22 | 3.27 |
| Spur 11 | | | | | | | | | | | 526.1 | VIENTO<br>1.4 | | 12.9 | | | | | |
| 80 P | 11.49 | 8.59 | 6.14 | 4.16 | 2.30 | f | 7.51 | | | | 527.5 | ETIWA<br>2.2 | | 11.5 | f 4.00 | 6.02 | 7.00 | 7.17 | |
| 90 PY | 11.54PM | 9.04 | 6.19 | 4.21 | 2.35 | f12.50 | 7.54 | 6.50 | 1.43 | 10.58 | 529.7 | TO SOUTH FONTANA<br>2.4 | | 9.3 | f 3.57 | 5.59 | 6.57 | 7.14 | 3.20 |
| 70 P | 12.04AM | 9.14 | 6.29 | 4.31 | 2.45 | | | | | | 532.1 | AILSA<br>2.5 | | 6.9 | 3.53 | 5.56 | | 7.11 | |
| PI | | | | | | | | | | | 534.6 | CROSSING P.E.RY.<br>0.1 | | 4.4 | | | | | |
| 75 P | 12.13 | 9.23 | 6.38 | 4.40 | 2.54 | f12.57 | 8.01 | 6.56 | 1.49 | 11.04 | 534.7 | TO BLOOMINGTON<br>4.0 | | 4.3 | f 3.49 | 5.52 | 6.51 | 7.07 | 3.14 |
| I | | | | | | | | | | | 538.7 | CROSSING A.T.&S.F.RY.<br>0.0 | | 0.3 | | | | | |
| | | | | | | | | | | | 538.7 | CROSSING L.A.&S.L.RY.<br>0.3 | | 0.3 | | | | | |
| Yard BKYWFTP | 12.30AM | 9.40PM | 6.55PM | 4.55AM | 3.10AM | s 1.05AM | s 8.09PM | s 7.04PM | s 1.57PM | s11.12AM | 539.0 | TO-R COLTON | | 0.0 | 3.40AM | 5.43AM | 6.43AM | 6.59AM | 3.06PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (59.3) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (3.00) | (3.00) | (3.00) | (3.05) | (3.00) | (2.05) | (1.54) | (1.49) | (1.52) | (1.47) | | Time Over District | | | (2.20) | (2.02) | (1.57) | (1.56) | (1.54) |
| | 19.73 | 19.73 | 19.73 | 19.20 | 19.73 | 27.93 | 30.63 | 32.03 | 31.18 | 32.63 | | Average speed per hour | | | 24.94 | 28.62 | 29.82 | 30.10 | 30.63 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 102, 12, 4 | Any Station | Receive | El Paso | | Daily |
| 12 | Pomona-Ontario | Receive | Where Scheduled Stop | | Daily |
| 12 | Pomona-Ontario | Discharge | | Los Angeles | Daily |
| 104 | Pomona-Ontario | Receive | Yuma | | Daily |
| 104 | Any Station | Receive | Phoenix | | Daily |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 103 | San Gabriel | Handle Express | | | Daily |
| 103 | Any Station | Discharge | | Yuma | Daily |
| 11, 101 | Any Station | Discharge | | El Paso | Daily |
| 101 | Ontario-Pomona | Receive | Santa Barbara | | Daily |
| 3 | Any Station | Discharge | | Yuma | Daily |

**Schedule time and train orders at Alhambra apply at end of double track.**

**Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving unless proceed signal is received from switch tender or yardmaster.**

# BEAUMONT SUBDIVISION.

## EASTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | FIRST CLASS | | | | | Distance from San Francisco | Time Table No. 160<br>June 14, 1931 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 282 | 280 | 278 | 4 | 104 | 12 | 102 | 14 | | STATIONS | | |
| | Freight | Freight | Freight | Golden State Limited | Argonaut | Apache | Sunset Limited | Imperial | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| Yard<br>BKYWFPT | 11.00PM | 7.00AM | 2.55AM | 8.14PM | 7.09PM | 2.02PM | 11.17AM | 1.10AM | 539.0 | TO-R COLTON | 0.0 | |
| | | | | | | | | | 539.0 | CROSSING P. E. RY. | 3.6 | |
| 77 P | 11.11 | 7.11 | 3.06 | 8.20 | 7.15 | 2.08 | 11.23 | f 1.16 | 542.6 | LOMA LINDA | 1.9 | |
| 70 P | 11.20 | 7.20 | 3.18 | 8.25 | 7.19 | 2.12 | 11.27 | f 1.20 | 544.5 | TO BRYN MAWR | 1.8 | |
| 70 P | 11.27 | 7.27 | 3.25 | 8.29 | 7.23 | 2.16 | 11.30 | f 1.23 | 546.3 | REDLANDS | 2.8 | |
| E 86<br>W 79 P | 11.39 | 7.39 | 3.37 | 8.37 | 7.31 | 2.23 | 11.38 | f 1.31 | 549.1 | ORDWAY | 3.6 | |
| E 72<br>W 74 PW | 11.53PM | 7.53 | 3.51 | 8.48 | 7.42 | 2.34 | 11.48 | f 1.42 | 552.7 | TO EL CASCO | 2.7 | |
| 75 P | 12.06AM | 8.06 | 4.04 | 8.55 | 7.48 | 2.40 | 11.54 | 1.48 | 555.4 | HAIG | 1.8 | |
| 70 P | 12.16 | 8.16 | 4.14 | 9.01 | 7.54 | 2.46 | 11.59AM | f 1.53 | 557.2 | HINDA | 2.5 | |
| 72 P | 12.28 | 8.28 | 4.26 | 9.09 | 8.02 | 2.53 | 12.07PM | 2.01 | 559.7 | NICKLIN | 2.3 | |
| Yard WYFPK<br>166 | 12.53 | 8.53 | 4.57 | 9.18 | s 8.10 | f 3.01 | 12.14 | s 2.10 | 562.0 | TO-R BEAUMONT | 3.5 | |
| 80 P | 1.04 | 9.04 | 5.08 | 9.24 | | 3.07 | | 2.16 | 565.5 | PERSHING | 2.7 | |
| 118 P | 1.13 | 9.13 | 5.17 | 9.30 | f 8.20 | 3.12 | 12.24 | s 2.23 | 568.2 | TO BANNING | 3.3 | A. B. S. |
| 70 P | 1.24 | 9.24 | 5.29 | 9.36 | 8.25 | 3.17 | 12.29 | 2.28 | 571.5 | OWL | 2.6 | |
| E 69<br>W 69 PW | 1.43 | 9.43 | 5.43 | 9.41 | 8.29 | 3.21 | 12.33 | f 2.32 | 574.1 | TO CABAZON | 2.1 | |
| 75 P | 1.53 | 9.50 | 5.50 | 9.45 | | | | 2.36 | 576.2 | MONS | 2.4 | |
| 68 P | 2.01 | 9.58 | 5.58 | 9.49 | 8.36 | 3.28 | 12.40 | 2.40 | 578.6 | FINGAL | 4.0 | |
| E 68<br>W 68 PW | 2.15 | 10.12 | 6.12 | 9.55 | 8.42 | f 3.35 | f 12.47 | f 2.46 | 582.6 | TO PALM SPRINGS | 2.8 | |
| 70 P | 2.25 | 10.22 | 6.22 | 10.00 | | | | f 2.51 | 585.4 | HUGO | 2.7 | |
| E 70<br>W 71 PYW | 2.44 | 10.41 | 6.41 | 10.05 | 8.51 | 3.44 | 12.56 | f 2.56 | 588.1 | TO GARNET | 3.5 | |
| 70 P | 2.53 | 10.50 | 6.50 | 10.10 | | 3.49 | 1.01 | 3.01 | 591.6 | SALVIA | 3.5 | |
| 70 P | 3.06 | 11.02 | 7.01 | 10.15 | 9.00 | 3.54 | 1.06 | 3.06 | 595.1 | RIMLON | 3.9 | |
| 69 P | 3.22 | 11.20 | 7.19 | 10.20 | 9.05 | | 1.11 | f 3.11 | 599.0 | TO EDOM | 2.5 | |
| 70 P | 3.28 | 11.26 | 7.25 | 10.24 | 9.09 | 4.02 | 1.15 | f 3.18 | 601.5 | DRY CAMP | 5.0 | |
| 70 P | 3.37 | 11.35 | 7.34 | 10.30 | 9.15 | 4.08 | 1.21 | f 3.25 | 606.5 | MYOMA | 4.4 | |
| Yard<br>BKWYFP | 3.49AM | 11.47AM | 7.46AM | s 10.36PM | s 9.21PM | s 4.14PM | s 1.27PM | s 3.31AM | 610.9 | TO-R INDIO | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (71.9) | | |
| | (4.49)<br>14.92 | (4.47)<br>15.01 | (4.51)<br>14.82 | (2.22)<br>30.38 | (2.12)<br>32.68 | (2.12)<br>32.68 | (2.10)<br>33.18 | (2.21)<br>30.59 | | .........Time over District.........<br>.......Average speed per hour....... | | |

## WESTWARD

| Time Table No. 160<br>June 14, 1931 | Distance from Indio | FIRST CLASS | | | | |
|---|---|---|---|---|---|---|
| STATIONS | | 13 | 3 | 103 | 11 | 101 |
| | | Imperial | Golden State Limited | Argonaut | Apache | Sunset Limited |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R COLTON | 71.9 | s 3.29AM | s 5.38AM | s 6.38AM | s 6.54AM | s 3.01PM |
| CROSSING P. E. RY. | 71.9 | | | | | |
| LOMA LINDA | 68.8 | f 3.22 | 5.32 | f 6.31 | 6.48 | 2.54 |
| TO BRYN MAWR | 66.4 | f 3.18 | 5.29 | 6.27 | 6.45 | 2.50 |
| REDLANDS | 64.6 | f 3.14 | 5.26 | f 6.23 | 6.42 | 2.47 |
| ORDWAY | 61.8 | f 3.07 | 5.20 | 6.16 | 6.36 | 2.41 |
| TO EL CASCO | 58.2 | f 2.59 | 5.14 | 6.10 | 6.30 | 2.34 |
| HAIG | 55.5 | 2.54 | 5.09 | 6.05 | 6.25 | 2.29 |
| HINDA | 53.7 | f 2.51 | 5.06 | 6.02 | 6.22 | 2.26 |
| NICKLIN | 51.2 | 2.46 | 5.02 | 5.58 | 6.18 | 2.22 |
| TO-R BEAUMONT | 48.9 | s 2.41 | 4.57 | f 5.54 | 6.14 | 2.18 |
| PERSHING | 45.4 | 2.31 | 4.49 | 5.46 | 6.06 | 2.11 |
| TO BANNING | 42.7 | s 2.23 | 4.42 | f 5.39 | 5.59 | 2.04 |
| OWL | 39.4 | 2.09 | 4.32 | 5.29 | 5.50 | 1.55 |
| TO CABAZON | 36.8 | f 2.00 | 4.24 | 5.22 | 5.43 | 1.48 |
| MONS | 34.7 | 1.53 | 4.16 | 5.15 | 5.36 | 1.41 |
| FINGAL | 32.8 | 1.45 | 4.08 | 5.07 | 5.29 | 1.34 |
| TO PALM SPRINGS | 28.3 | f 1.36 | 3.59 | f 4.58 | 5.21 | f 1.26 |
| HUGO | 25.5 | f 1.27 | 3.50 | 4.49 | 5.13 | 1.18 |
| TO GARNET | 22.8 | s 1.19 | 3.42 | 4.41 | 5.05 | 1.10 |
| SALVIA | 19.8 | 1.09 | 3.32 | 4.32 | 4.56 | 1.01 |
| RIMLON | 15.8 | 1.03 | 3.27 | 4.27 | 4.51 | 12.53 |
| TO EDOM | 11.9 | f 12.57 | 3.22 | 4.22 | 4.46 | 12.48 |
| DRY CAMP | 9.4 | f 12.52 | 3.18 | 4.18 | 4.42 | 12.44 |
| MYOMA | 4.4 | f 12.46 | 3.12 | 4.12 | 4.36 | 12.38 |
| TO-R INDIO | 0.0 | 12.37AM | 3.05AM | 4.05AM | 4.29AM | 12.31PM |
| (71.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| .........Time over District.........<br>.......Average speed per hour....... | | (2.52)<br>25.08 | (2.33)<br>28.19 | (2.33)<br>28.19 | (2.25)<br>29.75 | (2.30)<br>28.76 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 12 | Puente | Handle Express | | | Daily |
| 12 | Redlands | Receive | Points where scheduled stop | | Daily |
| 102, 12, 4 | Any Station | Receive | El Paso | | Daily |
| 102 | Redlands | Discharge | | West of Los Angeles | Daily |
| 12, 104 | Redlands | Discharge | | Los Angeles | Daily |
| 12 | Banning | Discharge | | Los Angeles | Daily |
| 12 | Banning | Receive | Imperial Valley points | | Daily |
| 12 | Banning | Receive | Perishable express | | Daily |
| 104 | Palm Springs | Discharge | | Los Angeles | Daily |
| 104 | Any Station | Receive | Phoenix | | Daily |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 3, 101 | Redlands | Discharge | | Phoenix | Daily |
| 101, 11 | Any Station | Discharge | | El Paso | Daily |
| 101 | Banning-Beaumont | Receive | Los Angeles | | Daily |
| 101 | Redlands | Receive | Santa Barbara and west | | Daily |
| 3, 103 | Any Station | Discharge | | Yuma | Daily |

# SALTON SUBDIVISION.

| | EASTWARD | | | | | | | | | | | | | WESTWARD | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | SECOND CLASS | | FIRST CLASS | | | | | | | Distance from San Francisco | | Time Table No. 160<br>June 14, 1931 | Distance from Yuma | FIRST CLASS | | | | | | |
| | 286 | 284 | 4 | 104 | 150 | 12 | 102 | 148 | 14 | | | | | 3 | 103 | 11 | 149 | 101 | 147 | 13 |
| | Freight | Freight | Golden State Limited | Argonaut | S. D. & A. Passenger | Apache | Sunset Limited | Inter-Cal. Mixed | Imperial | | | STATIONS | | Golden State Limited | Argonaut | Apache | S. D. & A. Passenger | Sunset Limited | Inter. Cal. Mixed | Imperial |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKYWFP | 10.25 AM | 5.20 AM | 10.45 PM | 9.26 PM | | 4.19 PM | 1.32 PM | | 3.40 AM | 610.9 | | TO-R INDIO<br>3.5 | 121.8 | s 3.00 AM | s 4.00 AM | s 4.24 AM | | s 12.26 PM | | s 12.27 AM |
| 92 P | 10.36 | 5.32 | 10.52 | | | | | | s 3.53 | 614.4 | | TO COACHELLA<br>3.6 | 118.3 | 2.53 | 3.53 | 4.17 | | 12.19 | | s 12.20 |
| 58 P | 10.42 | 5.39 | 10.57 | 9.37 | | 4.30 | 1.43 | | s 4.12 | 618.0 | | TO THERMAL<br>6.1 | 114.7 | 2.48 | 3.48 | 4.12 | | | | s 12.06 AM |
| 149 PW | 10.52 | 5.50 | 11.04 | 9.44 | | 4.37 | 1.50 | | s 4.20 | 624.1 | | TO MECCA<br>4.7 | 108.6 | 2.41 | 3.41 | 4.05 | | 12.07 PM | | s 11.55 PM |
| 70 P | 11.00 | 5.59 | 11.10 | | | | | | f 4.26 | 628.8 | | CALEB<br>4.5 | 103.9 | 2.35 | | | | | | f 11.46 |
| 70 P | 11.07 | 6.07 | 11.16 | 9.55 | | 4.48 | 2.01 | | f 4.32 | 633.3 | | MORTMAR<br>4.5 | 99.4 | 2.29 | 3.30 | 3.54 | | 11.56 AM | | f 11.40 |
| 109 P | 11.14 | 6.15 | 11.22 | | | | | | f 4.38 | 637.8 | | SALTON<br>4.3 | 94.9 | 2.23 | | | | 11.50 | | f 11.34 |
| 70 P | 11.21 | 6.25 | 11.28 | 10.06 | | 4.59 | 2.12 | | f 4.44 | 642.1 | | DURMID<br>4.7 | 90.6 | 2.18 | 3.20 | 3.44 | | | | f 11.28 |
| 110 P | 11.40 | 6.35 | 11.34 | 10.12 | | 5.05 | | | f 4.50 | 646.8 | | TO BERTRAM<br>4.3 | 85.9 | 2.12 | | | | 11.40 | | f 11.16 |
| 107 P | 11.49 | 6.42 | 11.40 | 10.18 | | 5.11 | 2.23 | | f 4.56 | 651.1 | | POPE<br>4.5 | 81.6 | 2.07 | 3.10 | 3.34 | | 11.35 | | f 11.08 |
| 70 P | 11.56 AM | 6.49 | 11.46 | | | | | | f 5.02 | 655.6 | | FRINK<br>4.5 | 77.1 | 2.01 | | | | | | f 11.02 |
| 111 P | 12.03 PM | 6.56 | 11.52 | 10.29 | | 5.22 | 2.34 | | f 5.08 | 660.1 | | WISTER<br>3.4 | 72.6 | 1.55 | 3.00 | 3.24 | | 11.25 | | f 10.56 |
| 71 P | 12.09 | 7.02 | 11.57 PM | 10.33 | | 5.26 | | | f 5.13 | 663.5 | | MUNDO<br>4.0 | 69.2 | 1.51 | | | | | | f 10.51 |
| Yard 159 BKYWFP | 12.25 | 7.18 | s 12.10 AM | s 10.45 | | s 5.40 | f 2.44 | | s 5.19 AM | 667.5 | | TO-R NILAND<br>4.2 | 65.2 | 1.46 | f 2.52 | 3.16 | | f 11.17 | | 10.45 PM |
| 69 P | 12.40 | 7.33 | 12.17 | 10.52 | | 5.47 | 2.51 | | | 671.7 | | FLOWING WELL<br>2.7 | 61.0 | 1.39 | | | | | | |
| 119 P | 12.52 | 7.45 | 12.23 | 10.58 | | 5.53 | 2.57 | | | 674.4 | A.B.S. | IRIS<br>4.1 | 58.3 | 1.35 | 2.42 | 3.06 | | 11.06 | | |
| 70 P | 1.02 | 7.55 | 12.29 | 11.04 | | 5.59 | 3.02 | | | 678.5 | | TORTUGA<br>6.1 | 54.2 | 1.30 | | | | | | |
| 108 PW | 1.23 | 8.16 | 12.37 | 11.12 | | 6.07 | 3.10 | | | 684.6 | | TO AMOS<br>5.5 | 48.1 | 1.22 | f 2.30 | 2.54 | | 10.54 | | |
| 72 P | 1.34 | 8.27 | 12.44 | 11.19 | | 6.14 | 3.17 | | | 690.1 | | ACOLITA<br>5.5 | 42.6 | | | | | | | |
| 110 P | 1.43 | 8.36 | 12.50 | 11.26 | | 6.21 | 3.24 | | | 695.6 | | MESQUITE<br>2.5 | 37.1 | 1.10 | 2.18 | 2.42 | | 10.42 | | |
| 84 P | 1.47 | 8.40 | 12.54 | 11.30 | | 6.25 | 3.27 | | | 698.1 | | GLAMIS<br>4.9 | 34.6 | | f | | | 10.39 | | |
| 108 P | 1.55 | 8.48 | 1.02 | 11.36 | | 6.31 | 3.33 | | | 703.0 | | RUTHVEN<br>6.4 | 29.7 | 1.02 | 2.10 | 2.34 | | 10.34 | | |
| 69 P | 2.06 | 8.59 | 1.10 | 11.44 | | 6.39 | 3.40 | | | 709.4 | | DRYLYN<br>2.9 | 23.3 | 12.48 | | | | | | |
| 69 P | 2.10 | 9.05 | 1.15 | 11.48 | | 6.43 | 3.44 | | | 712.3 | | CACTUS<br>4.3 | 20.4 | 12.43 | 1.59 | 2.23 | | 10.23 | | |
| 106 P | 2.27 | 9.22 | 1.23 | 11.54 PM | | 6.49 | 3.50 | | | 716.6 | | TO OGILBY<br>6.1 | 16.1 | f 12.37 | 1.54 | 2.18 | | | | |
| 69 P | 2.37 | 9.32 | 1.31 | 12.01 AM | | 6.56 | 3.57 | | | 722.7 | | KNOB<br>3.4 | 10.0 | 12.28 | 1.47 | 2.11 | | 10.11 | | |
| P | 2.44 | 9.39 | 1.39 | 12.06 | 11.42 PM | 7.01 | 4.02 | 11.04 AM | | 726.1 | | ARAZ JUNCTION<br>0.9 | 6.6 | 12.22 | 1.42 | 2.06 | 3.00 AM | 10.06 | 1.20 PM | |
| IP | | | | | | | | | | 727.0 | D.T. | TO ARAZ<br>4.9 | 5.7 | | | | | | | |
| Spur 30 | | | | | | | | | | 731.9 | | COLORADO<br>0.8 | 0.8 | | | | | | | |
| Yard BKTYWF | 3.05 PM | 10.00 AM | s 1.55 AM | s 12.20 AM | s 11.55 PM | s 7.15 PM | s 4.15 PM | s 11.20 AM | | 732.7 | | TO-R YUMA | 0.0 | 12.10 AM | 1.30 AM | 1.55 AM | 2.45 AM | 9.55 AM | 1.00 PM | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (121.8) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.40) | (4.40) | (3.10) | (2.54) | (0.13) | (2.56) | (2.43) | (0.16) | (1.39) | | | Time over District | | (2.50) | (2.30) | (2.29) | (0.15) | (2.31) | (0.20) | (1.42) |
| | 26.10 | 26.10 | 38.46 | 42.00 | 30.46 | 41.52 | 44.83 | 24.75 | 34.20 | | | Average speed per hour | | 42.98 | 48.72 | 49.04 | 26.40 | 48.39 | 19.80 | 33.28 |

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 102, 12, 4 | Any Station | Receive | El Paso | | Daily |
| 104 | Any Station | Receive | Phoenix | | Daily |
| 101, 11 | Any Station | Discharge | | El Paso | Daily |
| 3, 103 | Any Station | Discharge | | Yuma | Daily |

Gauntlet track over Colorado River Bridge between signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge. When signal indicates proceed, trains may proceed through the gauntlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.

## POMONA SUBDIVISION

Time Table No. 160

June 14, 1931

Pasadena Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from Pasadena | WESTWARD |
|---|---|---|---|---|---|---|
| E 67 W 70 P | | 487.7 | TO-R | ALHAMBRA | 4.8 | |
| | | | | 0.8 | | |
| | | 488.5 | | CROSSING P. E. RY. | 4.0 | |
| | | | | 1.0 | | |
| I | | 489.5 | | CROSSING P. E. RY. | 3.0 | |
| | | | | 0.4 | | |
| | | 489.9 | | SO. PASADENA | 2.6 | |
| | | | | 0.7 | | |
| 23 | | 490.6 | | GARFIELD AVE. | 1.9 | |
| | | | | 0.6 | | |
| 15 | | 491.2 | | RAYMOND HOTEL | 1.3 | |
| | | | | 0.0 | | |
| | | 491.2 | | CROSSING A. T. & S. F. RY. | 1.3 | |
| | | | | 1.3 | | |
| Yard WP | | 492.5 | TO-R | PASADENA | 0.0 | |
| | | | | (4.8) | | |

Service by extra trains only

## POMONA SUBDIVISION

Time Table No. 160

June 14, 1931

Duarte Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from End of Track | WESTWARD |
|---|---|---|---|---|---|---|
| E 67 W 70 P | | 487.7 | TO-R | ALHAMBRA | 14.0 | |
| | | | | 1.0 | | |
| | | 488.7 | | CROSSING P. E. RY. | 13.0 | |
| | | | | 0.8 | | |
| 19 | | 489.5 | | NORTH ALHAMBRA | 12.2 | |
| | | | | 0.6 | | |
| 18 | | 490.1 | | EAST ALHAMBRA | 11.6 | |
| | | | | 1.6 | | |
| 41 | | 491.7 | | SAN MARINO | 10.0 | |
| | | | | 1.2 | | |
| Spur 3 | | 492.9 | | SUNNYSLOPE | 8.8 | |
| | | | | 3.6 | | |
| 20 | | 496.5 | | ARCADIA | 5.2 | |
| | | | | 0.1 | | |
| I | | 496.6 | | CROSSING A. T. & S. F. RY. | 5.1 | |
| | | | | 1.6 | | |
| 52 W | | 498.2 | TO | MONROVIA | 3.5 | |
| | | | | 1.9 | | |
| 21 TW | | 500.1 | TO-R | DUARTE | 1.6 | |
| | | | | 1.5 | | |
| | | 501.6 | | RIVAS | 0.1 | |
| | | | | 0.1 | | |
| 59 | | 501.7 | | END OF TRACK | 0.0 | |
| | | | | (14.0) | | |

Service by extra trains only

## POMONA SUBDIVISION

Time Table No. 160

June 14, 1931

Covina Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | | Distance from Pomona | WESTWARD |
|---|---|---|---|---|---|---|---|
| 96 PW | | 497.8 | TO-R | BASSETT | | 17.8 | |
| | | | | 3.6 | | | |
| 34 | | 500.9 | | BALDWIN PARK | Staff System | 14.2 | |
| | | | | 0.1 | | | |
| | | 501.0 | | CROSSING P. E. RY. | | 14.1 | |
| | | | | 0.4 | | | |
| 28 | | 501.4 | | CRUSHTON | | 13.7 | |
| | | | | 0.3 | | | |
| | | 501.7 | | WITHAM | | 13.4 | |
| | | | | 0.6 | | | |
| 33 | | 502.3 | | IRWINDALE | | 12.8 | |
| | | | | 0.7 | | | |
| Spur 8 | | 503.0 | | LATEEN | | 12.1 | |
| | | | | 1.1 | | | |
| 25 | | 504.1 | | AZUSA AVENUE | | 11.0 | |
| | | | | 1.0 | | | |
| Yard PW | | 505.1 | TO | COVINA | | 10.0 | |
| | | | | 1.6 | | | |
| 9 | | 506.7 | | SAVOY | | 8.4 | |
| | | | | 0.7 | | | |
| 27 | | 507.4 | | CHARTER OAK | | 7.7 | |
| | | | | 1.1 | | | |
| | | 508.5 | | CRSG. P.E.RY. LONE HILL | Staff System | 6.6 | |
| | | | | 1.0 | | | |
| 38 | | 509.5 | | SAN DIMAS | | 5.6 | |
| | | | | 2.4 | | | |
| 57 | | 511.9 | | LA VERNE | | 3.2 | |
| | | | | 1.0 | | | |
| Spur 14 | | 512.9 | | HOBBS | | 2.2 | |
| | | | | 0.4 | | | |
| | | 513.3 | | GANESHA JCT. | | 1.8 | |
| | | | | 0.6 | | | |
| | | 513.9 | | CROSSING P. E. RY. | | 1.2 | |
| | | | | 0.6 | | | |
| | | 514.5 | | CROSSING P. E. RY. | | 0.6 | |
| | | | | 0.6 | | | |
| Yard KPTW 245 | | 515.1 | TO-R | POMONA | | 0.0 | |
| | | | | (17.8) | | | |

Service by extra trains only

## POMONA SUBDIVISION

Time Table No. 160

June 14, 1931

Chino Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from Ontario | WESTWARD |
|---|---|---|---|---|---|---|
| Yard KPTW 245 | | 514.3 | TO-R | POMONA | 10.8 | |
| | | | | 1.1 | | |
| I | | 515.4 | | CROSSING L. A. & S. L. RY. | 9.7 | |
| | | | | 4.6 | | |
| Yard W | | 520.0 | | CHINO | 5.1 | |
| | | | | 2.4 | | |
| | | 522.4 | | EUCLID AVENUE | 2.7 | |
| | | | | 4.6 | | |
| I | | 525.0 | | CROSSING L. A. & S. L. RY. | 0.1 | |
| | | | | 0.1 | | |
| 125 Yard P | | 525.1 | TO-R | ONTARIO | 0.0 | |
| | | | | (10.8) | | |

Service by extra trains only

## POMONA SUBDIVISION

Time Table No. 160

June 14, 1931

Riverside Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from Riverside | WESTWARD |
|---|---|---|---|---|---|---|
| Yard BKWYFPT | | 539.0 | TO-R | COLTON | 7.2 | |
| | | | | 2.2 | | |
| Spur 2 | | 541.2 | | GRAND TERRACE | 5.0 | |
| | | | | 1.1 | | |
| 98 P | | 542.3 | | HIGHGROVE | 3.9 | |
| | | | | 1.0 | | |
| 24 | | 543.3 | | ORANGE CENTER | 2.9 | |
| | | | | 0.7 | | |
| I | | 544.0 | | CROSSING A. T. & S. F. RY. | 2.2 | |
| | | | | 1.4 | | |
| | | 545.4 | | RIVERSIDE JCT. | 0.8 | |
| | | | | 0.0 | | |
| I | | 545.4 | | CROSSING L. A. & S. L. RY. | 0.8 | |
| | | | | 0.8 | | |
| Yard P | | 546.2 | R | RIVERSIDE | 0.0 | |
| | | | | (7.2) | | |

Service by extra trains only

## POMONA SUBDIVISION

Time Table No. 160

June 14, 1931

San Bernardino Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from San Bernardino | WESTWARD |
|---|---|---|---|---|---|---|
| Yard BKWYFPT | | 539.0 | TO-R | COLTON | 3.2 | |
| | | | | 3.0 | | |
| I | | 542.0 | | CROSSING A. T. & S. F. RY. | 0.2 | |
| | | | | 0.2 | | |
| Yard WY | | 542.2 | R | SAN BERNARDINO | 0.0 | |
| | | | | (3.2) | | |

Service by extra trains only

## BEAUMONT SUBDIVISION

Time Table No. 160

June 14, 1931

Redlands Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | | STATIONS | Distance from Greenspot | WESTWARD |
|---|---|---|---|---|---|---|
| 73 | | 544.5 | TO-R | BRYN MAWR | 8.7 | |
| | | | | 0.5 | | |
| | | 545.0 | | MOTOR JCT. | 8.2 | |
| | | | | 2.8 | | |
| Yard W | | 547.8 | | REDLANDS, 2D STREET | 5.4 | |
| | | | | 0.1 | | |
| | | 547.9 | | CROSSING P. E. RY. | 5.3 | |
| | | | | 1.3 | | |
| Spur 7 | | 549.2 | | EASTBERNE | 4.0 | |
| | | | | 0.7 | | |
| Spur 2 | | 549.9 | | WARNER | 3.3 | |
| | | | | 0.6 | | |
| | | 550.5 | | MENTONE | 2.7 | |
| | | | | 0.9 | | |
| Yard Y | | 551.4 | R | CRAFTON | 1.8 | |
| | | | | 1.8 | | |
| Spur 3 | | 553.2 | | GREENSPOT | 0.0 | |
| | | | | (8.7) | | |

Service by extra trains only

## CALEXICO SUBDIVISION

EASTWARD — WESTWARD

| Capacity sidings in car lengths | THIRD CLASS | | | | FIRST CLASS | | | | Distance from San Francisco | | | Time Table No. 160<br>June 14, 1931 | Distance from Calexico | FIRST CLASS | | | | THIRD CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 162<br>S. D. & A.<br>Mixed | 150<br>S. D. & A.<br>Passenger | 156<br>Calexico<br>Motor | 154<br>Calexico<br>Motor | 14<br>Imperial | | | | STATIONS | | 149<br>S. D. & A.<br>Passenger | 153<br>Niland<br>Motor | 155<br>Niland<br>Motor | 13<br>Imperial | 161<br>S. D. & A.<br>Mixed | | | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| 159 Yard BKWYFP | | | | | | 5.50PM | 11.25AM | 5.24AM | 667.5 | A. B. S. | TO-R | NILAND<br>4.5 | 41.0 | | s 11.05AM | s 2.30PM | s 10.33PM | | | | |
| P | | | | | | f | f | f | 672.0 | | | ESTELLE<br>3.7 | 36.5 | | f | f | f | | | | |
| Yard PY 92 | | | | | | f 6.04 | f 11.39 | s 5.42 | 675.7 | | TO | CALIPATRIA<br>1.2 | 32.8 | | f 10.51 | f 2.16 | s 10.18 | | | | |
| P | | | | | | f | f | f | 676.9 | | | BERNICE<br>4.1 | 31.6 | | f | f | f | | | | |
| 30 P | | | | | | f 6.13 | f 11.48AM | f 5.52 | 681.0 | | | ROOKWOOD<br>5.2 | 27.5 | | f 10.40 | f 2.05 | f 10.02 | | | | |
| Yard KWP 130 | | | | | | s 6.26 | s 12.01PM | s 6.08 | 686.2 | | TO | BRAWLEY<br>4.1 | 22.8 | | s 10.33 | s 1.58 | s 9.55 | | | | |
| 78 P | | | | | | f 6.32 | f 12.07 | f 6.14 | 690.3 | | | GRAPE<br>5.3 | 18.2 | | f 10.23 | f 1.48 | f 9.32 | | | | |
| Yard P 138 | | | | | | f 6.41 | f 12.16 | s 6.25 | 695.6 | | TO | IMPERIAL<br>3.8 | 12.9 | | f 10.15 | f 1.40 | s 9.23 | | | | |
| Yard BKPY 190 | | | | 6.00AM | 9.50PM | s 6.50 | s 12.25 | s 6.45 | 699.4 | | TO-R | EL CENTRO<br>4.6 | 9.1 | s 4.55AM | s 10.05 | s 1.30 | s 9.12 | s 7.30PM | | | |
| Yard 75 P | | | | f 6.15 | f 9.58 | f 7.00 | f 12.35 | s 6.58 | 704.0 | | | HEBER<br>4.5 | 4.5 | f 4.46 | f 9.55 | f 1.20 | s 8.55 | f 7.20 | | | |
| Yard BKWYFP | | | | s 6.30AM | s 10.08PM | s 7.10PM | s 12.45PM | s 7.10AM | 708.5 | | TO-R | CALEXICO | 0.0 | 4.37AM | 9.45AM | 1.10PM | 8.45PM | 7.10PM | | | |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (41.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | | (0.30)<br>18.20 | (0.18)<br>30.30 | (1.20)<br>30.75 | (1.20)<br>30.75 | (1.46)<br>23.20 | | | | ..........Time over District..........<br>..........Average speed per hour.......... | | (0.18)<br>30.30 | (1.20)<br>30.75 | (1.20)<br>30.75 | (1.48)<br>22.77 | (0.20)<br>27.30 | | | |

**Time of first class trains at Calexico applies at passenger station.**
**First Class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.**

## CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 160
June 14, 1931
Sandia Branch

| Capacity sidings in car lengths | Distance from San Francisco | | STATIONS | Distance from Holtville |
|---|---|---|---|---|
| Yard PY 101 | 675.7 | TO | CALIPATRIA<br>6.1 | 27.8 |
| 73 | 681.8 | | TURN<br>5.0 | 21.7 |
| 24 P | 686.8 | | MUNYON<br>3.0 | 16.7 |
| 73 | 689.8 | | MOSS<br>1.9 | 13.7 |
| 24 | 691.7 | | ORITA<br>2.5 | 11.8 |
| 24 | 694.2 | | CURLEW<br>3.3 | 9.3 |
| 24YP | 697.5 | | SANDIA<br>1.9 | 6.0 |
| Spur 9 | 699.4 | | SPUR<br>4.1 | 4.1 |
| | 703.5 | | HOLTVILLE | 0.0 |
| | | | 27.8 | |

Service by extra trains only.

## CALEXICO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 160
June 14, 1931
Westmorland Branch

| Capacity sidings in car lengths | Distance from San Francisco | | STATIONS | Distance from Westmorland |
|---|---|---|---|---|
| Yard PY 101 | 675.7 | TO | CALIPATRIA<br>3.4 | 12.6 |
| | 679.1 | | VERDANT<br>1.5 | 9.2 |
| 12 | 680.6 | | SHAMROCK<br>2.5 | 7.7 |
| 22 | 683.1 | | FONDO<br>1.7 | 5.2 |
| Spur 2 | 684.8 | | CASABA<br>3.5 | 3.5 |
| 64 YP | 688.3 | | WESTMORLAND | 0.0 |
| | | | (12.6) | |

Service by extra trains only.

## SALTON SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 160
June 14, 1931
Laguna Branch

| Capacity sidings in car lengths | Distance from San Francisco | | STATIONS | Distance from Colorado |
|---|---|---|---|---|
| | 744.4 | R | POTHOLES<br>0.6 | 12.2 |
| 16 | 743.8 | | LAGUNA<br>4.2 | 11.6 |
| 25 | 739.6 | | SELLEW<br>1.8 | 7.4 |
| Spur 14 | 737.8 | | BARD<br>5.6 | 5.6 |
| | 732.2 | R | COLORADO | 0.0 |
| | | | (12.2) | |

Service by extra trains only.

## FIRESTONE PARK SUBDIVISION.

Time Table No. 160

June 14, 1931

San Pedro Branch

| Capacity Sidings in Car Lengths | EASTWARD<br>SECOND CLASS<br>166<br>Local Freight | <br>SECOND CLASS<br>164<br>Local Freight | <br>FIRST CLASS<br>22<br>Union Pacific Passenger | <br>FIRST CLASS<br>8<br>Union Pacific Passenger | <br>FIRST CLASS<br>20<br>Union Pacific Passenger | Distance from San Francisco | STATIONS | | Distance from Point Firmin | WESTWARD<br>FIRST CLASS<br>21<br>Union Pacific Passenger | <br>FIRST CLASS<br>7<br>Union Pacific Passenger | <br>FIRST CLASS<br>19<br>Union Pacific Passenger | <br>THIRD CLASS<br>163<br>Local Freight | <br>THIRD CLASS<br>165<br>Local Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily |
| IY | 9.30PM | 5.00AM | | | | 481.9 | RIVER STATION TOWER<br>1.8 | D.T. | | | | | 4.00AM | 10.30AM |
| Yard BKYWTFP | | | 8.30PM | 6.05PM | 10.00AM | 483.7 | TO-R LOS ANGELES<br>1.5 | | 24.3 | s8.15AM | s8.30AM | s 5.30PM | | |
| | | | 8.40PM | 6.15PM | 10.10AM | 485.2 | WASHINGTON ST. JCT.<br>0.3 | | 22.8 | 8.05AM | 8.20AM | 5.20PM | | |
| I | | | | | | 485.5 | CROSSING P. E. RY.<br>0.9 | | 22.5 | | | | | |
| 98 | | | | | | 486.4 | VERNONDALE<br>0.9 | | 21.6 | | | | | |
| I | | | | | | 487.3 | CROSSING A. T. & S. F. RY.<br>0.2 | | 20.7 | | | | | |
| | | | | | | 487.5 | CROSSING P. E. RY.<br>1.6 | | 20.5 | | | | | |
| 53 YWP | 10.30PM | 5.45AM | | | | 489.1 | TO-R FIRESTONE PARK | | 18.9 | | | | 3.00AM | 9.30AM |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily |
| | (1.00)<br>7.20 | (0.45)<br>9.60 | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | | ..........Time over district..........<br>..........Average speed per hour.......... | | | (0.10)<br>9.00 | (0.10)<br>9.00 | (0.10)<br>9.00 | (1.00)<br>7.20 | (1.00)<br>7.20 |

Switch Tenders will be located at Washington Street Junction 7:30 A. M. to 11:30 P. M. All westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

All Eastward trains en route to Union Pacific will stop before crossing over Westward track near Washington Street Junction, unless signal to proceed is received from switch Tender.

All Westward trains and engines will not pass the clearing point of Union Pacific connection at Washington Street Junction when Switch Tender on duty, unless proceed signal is received from Switch Tender.

All Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving unless proceed signal is received from Switch Tender or Yardmaster.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

## FIRESTONE PARK SUBDIVISION.

Time Table No. 160

June 14, 1931

San Pedro Branch

| Capacity Sidings in Car Lengths | EASTWARD<br>SECOND CLASS<br>166<br>Local Freight | <br>SECOND CLASS<br>164<br>Local Freight | Distance from San Francisco | STATIONS | Distance from Point Firmin | WESTWARD<br>THIRD CLASS<br>163<br>Local Freight | <br>THIRD CLASS<br>165<br>Local Freight |
|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily | | | | Arrive Daily Ex. Monday | Arrive Daily |
| 53 YWP | 11.00PM | 6.00AM | 489.1 | TO-R FIRESTONE PARK<br>1.2 | 18.9 | 2.50AM | 9.20AM |
| 30 | | | 490.3 | TWEEDY<br>1.0 | 17.7 | | |
| | | | 491.3 | CROSSING P. E. RY.<br>0.5 | 16.7 | | |
| 25 | | | 491.8 | LYNWOOD<br>2.3 | 16.2 | | |
| 61 | 11.15PM | 6.15 | 494.1 | COMPTON<br>2.1 | 13.9 | 2.35 | 9.05 |
| I | | | 496.2 | CROSSING P. E. RY.<br>1.5 | 11.8 | | |
| 74 | | | 497.7 | ELFTMAN<br>0.7 | 10.3 | | |
| Spur 2 | | | 498.4 | DOLORES<br>1.6 | 9.6 | | |
| 32 | | | 500.0 | WATSON<br>1.4 | 8.0 | | |
| Y | 12.01AM | 7.00 | 501.4 | R THENARD<br>0.5 | 6.6 | 2.15 | 8.45 |
| | | | 501.9 | CROSSING P. E. RY.<br>0.2 | 6.1 | | |
| | | | 502.1 | BLINNVILLE<br>0.8 | 5.9 | | |
| 32 | 12.15AM | 7.15AM | 502.9 | TO-R WILMINGTON<br>1.6 | 5.1 | 2.00AM | 8.30AM |
| I | | | 504.5 | DRAWBRIDGE<br>1.0 | 3.5 | | |
| Yard BFWPK | | | 505.5 | TO-R SAN PEDRO<br>0.9 | 2.5 | | |
| | | | 506.4 | CENTER STREET<br>1.6 | 1.6 | | |
| | | | 508.0 | POINT FIRMIN | 0.0 | | |
| | Arrive Daily Ex. Monday | Arrive Daily | | (24.3) | | Leave Daily Ex. Monday | Leave Daily |
| | (1.15)<br>11.04 | (1.15)<br>11.04 | | ..........Time over district..........<br>..........Average speed per hour.......... | | (0.50)<br>16.56 | (0.50)<br>16.56 |

## FIRESTONE PARK SUBDIVISION.

Time Table No. 160

June 14, 1931

Long Beach Branch

| Capacity Sidings in Car Lengths | EASTWARD | Distance from San Francisco | STATIONS | Distance from End of Track | WESTWARD |
|---|---|---|---|---|---|
| Y | | 501.4 | THENARD<br>1.0 | 2.7 | |
| | | 502.4 | CROSSING P. E. RY.<br>0.2 | 1.7 | |
| | | 502.6 | MEAD<br>0.3 | 1.5 | |
| 30 | | 502.9 | GASPUR<br>0.6 | 1.2 | |
| | | 503.5 | TO-R LONG BEACH<br>0.1 | 0.6 | |
| | | 503.6 | CROSSING P. E. RY.<br>0.5 | 0.5 | |
| | | 504.1 | END OF TRACK<br>(2.7) | 0.0 | |

Service by extra trains only.

All trains and yard engines moving from Thenard to San Pedro will communicate with yardmaster at San Pedro, from Thenard, and obtain his authority for the movement.

## FIRESTONE PARK SUBDIVISION.

| EASTWARD | | | | Time Table No. 160<br>June 14, 1931<br>Santa Ana Branch | | WEST-WARD |
|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths. | | Distance from San Francisco | | STATIONS | Distance from Santa Ana | |
| 53 YWP | | 489.1 | TO-R | FIRESTONE PARK | 27.9 | |
| | | | | 1.0 | | |
| 19 | | 490.1 | | ARDMORE | 26.9 | |
| | | | | 1.8 | | |
| I | | 491.9 | | CROSSING L. A. & S. L. RY. | 25.1 | |
| | | | | 0.2 | | |
| 24 | | 492.1 | | SOUTHGATE | 24.9 | |
| | | | | 1.1 | | |
| 10 | | 493.2 | | VINVALE | 23.8 | |
| | | | | 1.8 | | |
| 21 | | 495.0 | TO | DOWNEY | 22.0 | |
| | | | | 2.4 | | |
| 17 P | | 497.4 | | STUDEBAKER | 19.6 | |
| | | | | 1.7 | | |
| 39 | | 499.1 | TO | NORWALK | 17.9 | |
| | | | | 2.1 | | |
| 20 | | 501.2 | | CARMENITA | 15.8 | |
| | | | | 3.2 | | |
| 76 | | 504.4 | TO | BUENA PARK | 12.6 | |
| | | | | 1.0 | | |
| 32 | | 505.4 | | ALMOND | 11.6 | |
| | | | | 1.7 | | |
| 15 | | 507.1 | | BROOKHURST | 9.9 | |
| | | | | 1.9 | | |
| Yard 24 WY | | 509.0 | TO-R | WEST ANAHEIM | 8.0 | |
| Yard 24 WY | | 509.0 | TO-R | WEST ANAHEIM | 7.2 | |
| | | | | 0.8 | | |
| Spur 7 | | 509.8 | | DREYFUS | 6.4 | |
| | | | | 1.2 | | |
| 29 | | 511.0 | | MIRAFLORES | 5.2 | |
| | | | | 1.1 | | |
| | | 512.1 | R | WEST ANAHEIM JCT. | 4.1 | |
| Yard 24 WY | | 509.0 | TO-R | WEST ANAHEIM | 8.0 | |
| | | | | 1.2 | | |
| 39 | | 510.2 | | ANAHEIM | 6.8 | |
| | | | | 1.7 | | |
| 30 P | | 511.9 | R | TUSTIN JCT. | 5.1 | |
| | | | | 1.0 | | |
| | | 512.9 | R | WEST ANAHEIM JCT. | 4.1 | |
| | | | | 1.7 | | |
| 19 | | 514.6 | | WEST ORANGE | 2.4 | |
| | | | | 1.0 | | |
| | | 515.6 | | CROSSING P. E. RY. | 1.4 | |
| | | | | 1.4 | | |
| Yard BKWYFP | | 517.0 | TO-R | SANTA ANA | 0.0 | |
| | | | | 27.9 | | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION.

| EASTWARD | | | | Time Table No. 160<br>June 14, 1931<br>Whittier Branch | | WEST-WARD |
|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Whittier | |
| 17 P | | 497.4 | R | STUDEBAKER | 5.9 | |
| | | | | 2.1 | | |
| 11 | | 499.5 | | FULTON WELLS | 3.8 | |
| | | | | 1.1 | | |
| 15 | | 500.6 | | LOS NIETOS | 2.7 | |
| | | | | 0.0 | | |
| I | | 500.6 | | CROSSING A. T. & S. F. RY | 2.7 | |
| | | | | 0.4 | | |
| | | 501.0 | | CROSSING P. E. RY. | 2.3 | |
| | | | | 1.2 | | |
| 39 | | 502.2 | | EVERGREEN STREET | 1.0 | |
| | | | | 0.9 | | |
| | | 503.1 | | CROSSING P. E. RY. | 0.1 | |
| | | | | 0.1 | | |
| 27 TW | | 503.2 | R | WHITTIER | 0.0 | |
| | | | | (5.9) | | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION.

| EASTWARD | | | | Time Table No. 160<br>June 14, 1931<br>Los Alamitos Branch | | WESTWARD |
|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Los Alamitos | |
| Yard YWP | | 509.0 | TO-R | WEST ANAHEIM | 9.4 | |
| | | | | 1.3 | | |
| Spur 3 | | 510.3 | | NEFF | 8.1 | |
| | | | | 1.0 | | |
| | | 511.3 | | NUTWOOD | 7.1 | |
| | | | | 2.3 | | |
| 33 | | 513.6 | | STANTON | 4.8 | |
| | | | | 0.4 | | |
| | | 514.0 | | CROSSING P. E. RY. | 4.4 | |
| | | | | 0.1 | | |
| YP | | 514.1 | | STANTON JUNCTION | 4.3 | |
| | | | | 4.3 | | |
| Yard W | | 518.4 | | LOS ALAMITOS | 0.0 | |
| | | | | (9.4) | | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION.

| EASTWARD | | | | Time Table No. 160<br>June 14, 1931<br>Tustin Branch | | WESTWARD |
|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Tustin | |
| 30 | | 511.9 | R | TUSTIN JCT. | 10.5 | |
| | | | | 0.5 | | |
| I | | 512.4 | | CROSSING A. T. & S. F. RY. | 10.0 | |
| | | | | 0.3 | | |
| | | 512.7 | | GRATTO | 9.7 | |
| | | | | 1.8 | | |
| 21 | | 514.5 | | MARLBORO | 7.9 | |
| | | | | 0.2 | | |
| | | 514.7 | | CROSSING A. T. & S. F. RY. | 7.7 | |
| | | | | 2.0 | | |
| 18 | | 516.7 | | VILLA PARK | 5.7 | |
| | | | | 1.7 | | |
| 33 | | 518.4 | | McPHERSON | 4.0 | |
| | | | | 1.0 | | |
| 18 | | 519.4 | | EL MODENA | 3.0 | |
| | | | | 3.0 | | |
| 26 WT | | 522.4 | | TUSTIN | 0.0 | |
| | | | | (10.5) | | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION.

| EASTWARD | | | | Time Table No. 160<br>June 14, 1931<br>Newport Branch | | | WEST-WARD |
|---|---|---|---|---|---|---|---|
| Capacity Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | | Distance from Santa Ana | |
| PY | | 514.1 | | STANTON JUNCTION | | 26.6 | |
| | | | | 3.3 | | | |
| 50 W | | 517.4 | | WESTMINSTER | | 23.3 | |
| | | | | 1.5 | | | |
| 15 | | 518.9 | | SUGAR | | 21.8 | |
| | | | | 0.6 | | | |
| 27 | | 519.5 | | SMELTZER | | 21.2 | |
| | | | | 1.0 | | | |
| | | 520.5 | | WINTERSBURG | | 20.2 | |
| | | | | 1.4 | | | |
| 9 | | 521.9 | | WIEBLING | | 18.8 | |
| | | | | 0.5 | | | |
| 31 | | 522.4 | | LA BOLSA | Staff System | 18.3 | |
| | | | | 0.4 | | | |
| 29 | | 522.8 | | WESTFALL | | 17.9 | |
| | | | | 0.5 | | | |
| 23 | | 523.3 | | NEWLAND | | 17.4 | |
| | | | | 1.1 | | | |
| 14 P | | 524.4 | | HUNTINGTON BEACH | | 16.3 | |
| | | | | 0.2 | | | |
| | | 524.6 | | CROSSING P. E. RY. | | 16.1 | |
| | | | | 0.8 | | | |
| | | 525.4 | | GAMEWELL | | 15.3 | |
| | | | | 4.3 | | | |
| | | 529.7 | | CROSSING P. E. RY. | | 11.0 | |
| | | | | 0.0 | | | |
| Yard PWY | | 529.7 | | NEWPORT BEACH | | 11.0 | |
| | | | | 0.0 | | | |
| | | 529.7 | | CROSSING P. E. RY. | | 11.0 | |
| | | | | 2.3 | | | |
| 17 | | 532.0 | | COSTA MESA | | 8.7 | |
| | | | | 1.2 | | | |
| | | 533.2 | | THURIN | | 7.5 | |
| | | | | 2.4 | | | |
| Spur 9 | | 535.6 | | PAULARINO | | 5.1 | |
| | | | | 2.7 | | | |
| 63 | | 538.3 | | DYER | | 2.4 | |
| | | | | 2.3 | | | |
| | | 540.6 | | CROSSING S. A. & N. RY. | | 0.1 | |
| | | | | 0.1 | | | |
| Yard BKWYFP | | 540.7 | TO-R | SANTA ANA | | 0.0 | |
| | | | | (26.6) | | | |

Service by extra trains only

**Joint use with Pacific Electric Ry. over two bridges in Pacific Electric track between Newport Beach and Huntington Beach (see special rule).**

# SPECIAL INSTRUCTIONS

# “SAFETY”

**RULE 2.** The following are designated watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

| | |
|---|---|
| Los Angeles | Newton Moore, 301 O. T. Johnson Bldg.<br>Geo. D. Davidson Co., 445 S. Spring St.<br>O. H. Patzer, 2708 North Broadway. |
| Whittier | Ross R. Day |
| Santa Ana | R. H. Ewert |
| Oxnard | Baker & Davis |
| Santa Barbara | I. F. Bitterly |
| San Pedro | C. E. Perham |
| Long Beach | P. T. Myers |
| Pasadena | J. Herbert Hall Co. |
| Pomona | C. C. Zilles |
| Colton | E. W. Cosgrove |
| Redlands | Guy Lauderbaugh |
| Beaumont | J. Fred Sprague |
| Indio | E. G. Shepard |
| Yuma | Wm. Baird |
| San Fernando | Mrs. H. E. Fox, Jr. |
| VanNuys, C.W. Clark, 6325 VanNuys Blvd. | |
| Ventura | R. W. Cummings |
| Brawley | F. T. De Arman |
| El Centro | R. E. Couch, 621 Main St. |
| Fillmore | Harvey H. Hoy |
| San Bernardino | Chas. M. Hanf |
| Riverside | F. S. Fisher |
| Calexico | Sieglitz Company |

**RULE 14 (d).** As specified below, four long and one short sounds will be indication that flagman may return from the west as prescribed by Rule 99.

| | |
|---|---|
| Ventura Jct. | Trains on Ojai Branch. |
| Saugus | Trains on Santa Paula Branch. |
| Burbank Jct. | Trains on Coast line via North Los Angeles and trains on Burbank Branch. |
| Mission Jct. | Trains on River Station Tower line. |
| Pomona | Trains on Covina Branch. |
| Ontario | Trains on Chino Branch. |
| Araz Jct. | Trains on Inter-Cal. line. |
| Colorado | Trains on Laguna Branch. |

**RULE 14 (e).** As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

| | |
|---|---|
| Calipatria | Trains on Sandia and Westmorland Branches. |
| Niland | Trains on Calexico line. |
| Bryn Mawr | Trains on Redlands Branch. |
| Colton | Trains on Riverside and San Bernardino Branches. |
| Pomona | Trains on Chino Branch. |
| Bassett | Trains on Covina Branch. |
| Alhambra | Trains on Duarte and Pasadena Branches. |
| Chatsworth | Trains on Burbank Branch. |
| Montalvo | Trains on Santa Paula Branch. |
| Thenard | Trains on Long Beach Branch. |
| Firestone Park | Trains on Santa Ana Branch. |
| Studebaker | Trains on Whittier Branch. |
| West Anaheim | Trains on Los Alamitos and Miraflores Branches. |
| Tustin Jct. | Trains on Tustin Branch. |
| Stanton Jct. | Trains on Los Alamitos Branch. |
| River Station Tower | Trains on Mission Jct. line. |

**RULES 17 and 19.** Display headlight and marker lights while passing through Tunnels 25 and 26.

**RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.**

**RULES 72 and 73.** Trains and yard engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

**RULE 83 (A).** Beaumont—Regular trains will register by Form 2642.

At the following stations only trains originating and terminating will register:

Ventura
Oxnard
San Fernando
Los Angeles Yard
Los Angeles

At the following stations only the trains indicated will register:

| | |
|---|---|
| Ventura Jct. | Nos. 121, 118 |
| Montalvo | Nos. 39, 35, 37, 34, 36, 38 |
| Thenard | Nos. 164, 166 |
| Firestone Park | Regular trains and westward extra trains |

**RULE 83 (B).** Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows:

| | |
|---|---|
| Saugus | First class trains |
| Santa Barbara | Trains 71 and 72 |
| Burbank Jct. | Regular trains |
| Colton | First class trains |
| Niland | Nos. 11, 103, 3, 101 and 102 |

### SANTA BARBARA

The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14-k must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

**RULE 83 (D).** Trains must obtain clearance before leaving:

| | |
|---|---|
| Los Angeles Yard or River Station Tower | Trains en route to Firestone Park Subdivision. |
| Niland, Beaumont | All trains. |
| Saugus | Trains to and from Santa Paula Branch. |

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

Santa Barbara
Ventura
Montalvo (on Santa Paula line only)
Oxnard
Fillmore
Saugus
San Fernando
Los Angeles
Santa Ana
West Anaheim
San Pedro
Pasadena
Pomona
Covina
Chino
Ontario
Colton
Beaumont
Indio
Niland
Calipatria
Brawley
Imperial
El Centro
Heber
Calexico

Engineers will approach west lead to yard on third track east of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering “A” yard Los Angeles, will sound whistle signal one long, one short, one long for information of switch tender.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used between the hours of 8:00 A. M. and 4:00 P. M.

**RULE D 97 (A).** On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Alhambra and Firestone Park, Araz Jct. and Yuma.

**RULE 104.** The normal position of switches at junctions will be as follows:

| | |
|---|---|
| Santa Barbara | East end double track, buffer spring switch, lined normally for westward trains. |
| Montalvo | For Santa Barbara—Oxnard main track. |
| Stanton Jct. | West switch of wye for Newport Branch. |
| Alhambra | Switch in westward siding for Duarte Branch. |
| Ontario | Chino Branch switch on siding for siding. |
| Ganesha Jct. | For Pacific Electric Line. |
| East of La Verne Station | For Pacific Electric Line. |
| Lone Hill | For Pacific Electric Line. |
| Newport Beach | For west leg of wye. |
| Wye Switch Westmorland Line | For east leg of wye. |

### RAILROAD CROSSINGS NOT INTERLOCKED

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.
Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.
Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks will have right of way provided ready to move immediately.
**Pacific Electric Ry., first crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.**
**Pacific Electric Ry., one mile east of Thenard, Long Beach line—STOP.**
**Pacific Electric Ry. 0.1 mile east of Long Beach—STOP.**
**Pacific Electric Ry., Griffith Lumber Spur, Santa Ana—STOP.**
**Pacific Electric Ry., 0.1 mile east Baldwin Park—STOP.**
**Pacific Electric Ry., 0.4 mile east of Stanton—STOP.**
**Santa Fe Ry., 0.3 mile east of Marlboro—STOP.**
**Union Pacific Ry., old Chino line, Ontario—STOP.**

**RULE 221.** Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Duarte, Pasadena and Covina branches, except when train orders are to be delivered.

**RULE 516.** Overlaps are located at:

| | |
|---|---|
| Newhall | Eastward trains. |
| Stoneman | Eastward trains. |
| Stoneman | Westward trains. |
| Savanna | Eastward trains. |

**RULE 869.** Swing brakemen will ride on top near middle of train as follows:

| | |
|---|---|
| Eastward | Chatsworth to Los Angeles Yard.<br>Tunnel to Los Angeles Yard.<br>Los Angeles to Bassett.<br>Bloomington to Colton.<br>Beaumont to Indio.<br>Knob to Yuma. |
| Westward | Beaumont to Colton.<br>Pomona to Puente.<br>Alhambra to Los Angeles.<br>Hasson to Camarillo<br>Elayon to Saugus |

All brakemen will ride on top of their freight trains through yards at Santa Barbara and Indio, and Los Angeles yard between Aurant and Glendale.

**RULE 880.** Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineers on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

### TRAIN AND AIR INSPECTION

#### PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers will be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers, but all those accessible will be turned down at that point, balance at first stop. When necessary for eastward trains to stop at Pershing, retainers may be turned up at that point instead of Apex.

#### FREIGHT TRAINS

Descending grade Beaumont to Edom, also on Pasadena and Redlands branches, following will govern:

One retaining valve will be used for each 125 M's contained in train. After ascertaining number of retaining valves required by dividing the number of M's in the train by 125, turn up handles on required number of retaining valves on head portion of train solid. (Example: Train has 70 cars, 6000 M's. Divide 6000 by 125 which equals 48. Turn up handles of retainers on head 48 cars.)

When possible to go to Pershing for operating reasons, retainers may be turned up that point instead of Apex.

Descending grade Beaumont to Colton, following will govern:

One retaining valve will be used for each 140 M's contained in train, and such retaining valves will be turned up solid on head portion of train.

Retainers will be turned down at Redlands. Speed of train will be reduced to 15 miles per hour unless train is stopped there for inspection or other reasons.

Alhambra to Los Angeles Yard: Retainers will be turned up on first ten cars behind the engine.

San Fernando to Burbank: Retainers will be used on freight trains having over 120 M's per operative brake. One retaining valve will be used for each 150 M's in train, and such retaining valves will be turned up solid on head portion of train.

Tunnel to Saugus and Tunnel to San Fernando: Retainers will be used in the manner outlined above (San Fernando to Burbank) if, in the opinion of the engineer, they are necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

**RULE 827.** Between Yuma and Niland a train handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward freight trains may run Niland to Drylyn.

Eastward freight trains will stop at Cabazon, Garnet and Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels.

The following are exceptions to this rule when additional stops may be avoided:

(a) Eastward freight trains stopping at Banning for other operating reasons, will inspect train, and may then move to Mons, where a 10-minute inspection will be made, and then run not to exceed 13 miles for following inspections.

(b) Eastward freight trains stopping at Owl for other operating reasons will be given not less than a 10-minute train inspection, and may then run to a point not beyond Palm Springs for second inspection, after which will not exceed a distance of 13 miles for following inspections.

(c) Eastward freight trains stopping at Cabazon for inspection, then making stop for operating reasons between Cabazon and Garnet, may make inspection at such stop and then run not to exceed 13 miles for following inspections.

(d) Eastward freight trains, averaging less than 110 Ms per operative brake, will turn down retainers at Garnet, and last inspection will be made at Garnet, unless additional stop can be avoided, and 13-mile inspection rule will permit moving to Salvia or Rimlon for inspection.

(e) Eastward freight trains, averaging 110 Ms or more per operative brake, last stop for inspection will be made at Rimlon or Edom, where retainers will be turned down, unless additional stop can be avoided, and 13-mile inspection rule will permit movement to Dry Camp for inspection.

(f) Westward freight trains stopping at El Casco will give not less than 10-minute train inspection, in which event stop at Ordway for inspection will not be made, or train stopping at Hinda or Haig, will give not less than 10 minutes to inspection, and it will then not be necessary to stop at Ordway for inspection, but train will be permitted to go to Redlands.

(g) Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that brake pipe is not obstructed by a closed angle cock.

(h) Engines running light, descending grades of 1½ per cent and over, will stop for inspection a sufficient length of time for the engineer to satisfy himself that tires and machinery are in satisfactory condition.

When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

Within limits of Los Angeles Yard, running air brake test as prescribed by Rule 16 of Air-brake Rules will be made only when leaving Los Angeles. On making test rear brakeman will use communicating signal 16 (h) when leaving Yuma or Los Angeles and approaching Burbank Junction from Valley and Coast lines.

Standing air-brake test must be made at:

Beaumont.—By all trains except passenger trains on which brake pipe hose has not been separated.

Maximum tonnage rating per operative brake 125 Ms between Colton and Garnet must not be exceeded.

At lay over points for passenger equipment, where there are no car inspectors, crews will make air-brake test before starting on initial trip, as follows: train will be fully charged, engineer then apply air brakes; trainmen will examine each car to see whether all brakes are applied. If all brakes apply, trainmen will signal engineer to release them, by sounding air whistle signal four times from rear car. Trainmen will then again examine each car in train to see that all brakes release, and report condition to engineer.

On freight trains where helpers are coupled in rear of train the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineer will, when train is ready, repeat the signal and test will then be made as per Rule No. 17 of the Air-Brake Rules. Rear brakeman must not open rear angle cock for test until leading engineer has sounded signal for test. Other engineers in train must not whistle off until air test has been made.

## AUTOMATIC BLOCK SYSTEM

Block signals in addition to those shown in brackets on schedule pages are in operation as follows:

| | |
|---|---|
| River Station Tower and Naud Junction | Eastward track |
| College Street and River Station Tower | Westward track |
| Mission Junction and Naud Junction | Westward track |
| River Station Tower and Mission Junction. | |

Firestone Park governing movement westward trains from San Pedro and Santa Ana branches to westward main track; on Covina Branch one mile west of Pomona governing eastward trains.

Distant signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening main track switch or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track to meet a train, do not open switches until approaching train has passed the signal intermediate between stations.

Block signals—4500 to 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5396 Colton—6111, 6115, 6116, 6118, 6119, 6121 Indio—6748, 6761 Calipatria—6846, 6852, 6869 Brawley—6990, 6991, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch. After movement has been made, derail must be lined up before inside switch is returned to normal position.

Westward trains stopped by Signal 4803 near east end of new track, and Signals 4789, 4791 and 4793 near west end of new track, will not proceed until signal indicates proceed or hand signal to proceed is received from switch tender.

Eastward trains stopped by Signal 4790, near west end of new track and Signals 4800, 4802 and 4804, near east end of new track, will not proceed until signal indicates proceed or hand signal to proceed is received from switch tender.

Dwarf light block signal east leg of wye Colorado normal indication dark. When derail closed signal will indicate stop. When route properly lined, and no train or engine in block, signal will indicate proceed. Train or engines moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end crossover.

Dwarf light block signal located just west inside switch connection leading to main track El Centro, governing movement eastward trains of S. D. & A. Normal indication dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined be governed by Rule 509.

Switch indicators and dwarf signals located:

Montalvo Wye.
West end house track, Oxnard.
Ruether Graham Feed Co spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows clear, derail and switch may be lined for movement to main track. Signal is normally dark but when derail is lined signal will indicate stop. When derail and switch are both lined and block is clear signal will indicate proceed.

When switch indicator shows block occupied derail only may be lined, then after waiting two minutes, switch may be lined.

When signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

In complying with Rule 511 between Burbank Junction and Los Angeles Yard and between Alhambra and Aurant, yard crews desiring to cross over to opposite main track must first open switch on track they occupy and wait three minutes before opening switch on opposite track.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates Stop, careful examination of switch must be made before passing over it.

## INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound for the information of signal operator.

### RAYMER TOWER

Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

### BURBANK JUNCTION TOWER

Three-arm home signal located five hundred feet east of Tower on Westward main track. Top arm governs movement through on Westward main track to Saugus. Middle arm governs movements through crossover to Coast Line. Lower arm governs movement to east end of siding.

Westward trains approaching Plant give one long sound of whistle for top arm, one long and four short sounds of whistle for middle arm and five short sounds of whistle for lower arm governing movement to and from east end of siding.

Three-arm home and distant signal is located 800 feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line give one long sound of whistle for movement straight through Eastward main track and one long and one short sound of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus give one long sound of whistle for top arm and one long and one short sound of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Give one long and one short sound of whistle for this signal.

To use Industrial drill track one long, one short, one long sounds of whistle.

### GLENDALE TOWER

**Crossing of Pacific Electric Railway, 0.2 mile east of Glendale To or from lead yard "A" five short.**

### ALHAMBRA TOWER

Switch at end of double track is operated by signal operator. When signals are inoperative trainmen and enginemen will call signal operator and when authorized may proceed in accordance with Rule 663. Rule 605 does not apply at this tower.

### EL MONTE TOWER

**Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding five short.**

### BLOOMINGTON TOWER

**Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, one long, one short and one long.**

### COLTON TOWER

Crossing of A. T. & S. F. Railway, west end Colton yard. For No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long, for Santa Fe interchange track, five short.

### ARAZ TOWER

Switches at Araz Junction are operated by signal operator. When signals are inoperative trainmen and enginemen will call signal operator and when authorized may proceed in accordance with Rule 663.

Crossover switches at Araz will be handled by signal operator. If switches cannot be properly lined by signal operator for route to be used, trainmen and enginemen will crank switches when instructed by signal operator. Instructions posted in box housing the crank.

Westward trains, for movement to Inter-California, will, after they have sounded signal 14-j, give one long and four short sounds of whistle.

### SAN BERNARDINO-RIVERSIDE BRANCHES

### E STREET TOWER

Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long, one short and one long; for house track, three long and one short. For P. E. track one long and four short.

### HIGHGROVE TOWER

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

### RIVERSIDE TOWER

Crossing of A. T. & S. F. Ry., at Riverside Junction.

### SANTA ANA BRANCH

### SOUTHGATE TOWER

Crossing Union Pacific Ry.

### SAN PEDRO BRANCH

### NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

### DOMINGUEZ TOWER

Crossing Pacific Electric Railway, 1.5 miles west of Elftman.

### SAN PEDRO DRAWBRIDGE TOWER

Governing movement of trains over drawbridge one mile west of San Pedro.

### WHITTIER BRANCH

### LOS NIETOS TOWER

Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

### TUSTIN BRANCH

### ANAHEIM TOWER

Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

### PASADENA BRANCH

### MARENGO INTERLOCKING PLANT (REMOTE CONTROL P. E. ONEONTA TOWER)

Crossing of Pacific Electric Railway 0.4 mile west of South Pasadena.

### DUARTE BRANCH

### ARCADIA TOWER

Crossing A. T. & S. F. Ry. 0.1 mile east of Arcadia.

### CHINO BRANCH

### POMONA JCT. TOWER

Crossing Union Pacific Ry., 1.1 miles east of Pomona. For Packing House Track one long and four short.

### ONTARIO TOWER

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

## SPECIAL INSTRUCTIONS—Continued

### LOS ANGELES YARD

#### MISSION TOWER

Crossing A. T. & S. F. and Union Pacific Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

Main Track to Passenger Station, one long.
Main Track east, one long.
To River Station Tower, one long, four short.
To Roundhouse, one long, four short.
To Brewery Spur, three long, one short.
To Union Pacific Transfer, four short, one long.
To Outbound Roundhouse Track, one long, one short, one long.
To Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick Spur, two short, one long, one short.
To Barber Asphalt, one short, one long, one short.
To Lacy Manufacturing Co., three long, one short.

Movements against the current of traffic, one long, one short, except to River Station Tower against the current of traffic, five short.

#### RIVER STATION TOWER

One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

#### NAUD JUNCTION TOWER

Trains running via Mission Junction, four short.

#### CLEMENT JUNCTION TOWER CROSSING P. E. RY.

To go on Pacific Electric transfer or to Hammond Lumber Co., one long and four short; on Butte St. interchange yard, one long, one short, one long. Through crossover either direction, one short, two long.

### RULES 726 TO 736 INCLUSIVE—STAFF SYSTEM.

#### COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

#### NEWPORT BRANCH

Between Huntington Beach and La Bolsa.

### MISCELLANEOUS

Stop must be made, and leading engines detached, before taking water on freight trains descending grade at Garnet, Palm Springs, Cabazon, Beaumont, El Casco, San Fernando, Chatsworth, and Moorpark.

Westward first and second-class trains required to take siding at Ventura to meet eastward trains will enter siding at connection located near Home Signal 3983.

Schedule time and train orders of eastward first and second-class trains at Ventura apply at connection located near Signal 3983.

Freight trains at Ventura, when first or second-class trains meet there, will keep clear of siding between Signal 3983 and west end of siding.

Trains using siding at Oxnard will enter and leave same through connection near west water column at signals 4078, 4077, and schedule time and train orders of westward trains will apply at this connection. Inside switch on Oxnard siding must be left lined for drill track.

Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

Pocket track, Saugus Yard, just west of west siding near oil spout must not be used by trains.

With the exception of those noted below, switches on Alameda Street, are unsafe for operation of road engine on account of excessive curvature.

North Spring St.; Crossover at College St.

Alameda St.
- Crossover just west of Macy Street.
- Crossover just west of Commercial Street.
- Crossover just west of Fourth Street.
- Eastward conn. at Naud Jct.
- Westward conn. at Naud Jct.
- West leg wye conn. 7th and Alameda Coach Yd.
- East leg wye conn. 7th and Alameda Coach Yd.
- Crossover at Washington St. from eastward to westward, leading to Union Pacific connection.
- Union Pacific conn. at Washington St. near Clement Jct.
- Crossover between Fifth and Sixth Streets and between Seventh and Eighth Streets.

Engines with pony trucks must not head in on single tongue girder-rail switches.

West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these connections and track between them, clear.

At Colton, when taking siding, initial switch for eastward first-class trains is just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

Eastward extra trains will take siding at Beaumont unless otherwise instructed.

Westward extra trains will hold main track at Beaumont (except for regular trains) unless otherwise instructed

Trains taking siding at Palm Springs will keep to the right, westward trains taking first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

When first-class trains meet at Indio, eastward train takes siding through connection just west of station.

Salton Subdivision trains taking siding at Niland will use initial switch at east and west end of Niland yard on north side of main track.

The tracks on South side of main track are for the use of trains to and from Calexico Subdivision.

Eastward passenger trains to the Calexico Subdivision will leave the main track through westerly connection. Westward passenger trains from the Calexico Subdivision will enter main track through connection just west of water column Niland.

Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats and outfit cars, is not permitted.

Helpers in freight trains will be so placed as to facilitate taking water and in all cases must be placed ahead of rear-end equipment.

Engine with cars must not be cut off or coupled to a train while same is in motion.

Switching movement from spurs on heavy grades should be made in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid it. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars, or such switching moves be made against a derailer.

Trains must be preceded by flagman over the following street crossings:

Industrial—Fletcher Drive, on Van de Kamp spur.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. Spur.
Duarte—Foothill Boulevard, east of station.
Anaheim—Los Angeles Street.
Alhambra—Mission Road on track leading to Edison Plant.
Yuma—All crossings in old yard.

Cars must not be left standing or spotted on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeil & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

When it becomes necessary to cut crossing and a distance of 100 feet on each side of crossing cannot be provided, a human flagman must protect such crossing. Furthermore, cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on such crossing until leading car has passed over the crossing.

Approach crossing over Los Feliz Boulevard and Brand Boulevard, Glendale, carefully to make sure gates are down.

In cutting crossing Sepulveda Boulevard which intersects our main track and Westward siding at Raymer, or cutting crossing at Penrose Ave., Roscoe, also cutting crossing Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line of the above crossings, unless such crossing is protected by a member of train crew or other competent employe acting as flagman.

Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles, Niland and Calexico, in either direction, will consider such movements via the main track, and not via Chino, Covina, Van Nuys or Holtville unless order so states.

When necessary for trackmen to place signals on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such signals will be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees of both lines.

P. F. E. employes icing and working around cars at ice decks Colton, P. F. E. tracks 5, 6 and 7, will be protected as follows: blue disc by day and blue light by night will be displayed on each end of shed above ice deck adjacent to track to be protected, and while so displayed, cars spotted at ice decks must not be coupled to or moved.

Engineers of westward passenger trains will not whistle for interlocking signal at Colton until after train has started from station.

Trackmen will display green flag five hundred feet each side of dusty stretches or when replacing ties or otherwise disturbing track so as to cause dusty condition for information of engineer in using sprinkler. Sprinklers should also be used on bridges as a fire precaution.

A telephone, also light signal, located west end Aurant, light signal located on Pacific Electric overhead bridge just west of Soto Street, connected with Mission Tower. When signal displays a green light it indicates signal operator Mission Tower expects to move train promptly through plant. When signal dark, westward freight trains (of such length that if stopped at interlocking signal would block Workman Street) will stop east of Soto Street, communicate with signal operator, and be governed by his instructions.

Eastward freight trains from Valley having more cars than can be placed between San Fernando Road (Turkey Crossing) and home interlocking signal, Burbank Junction, finding automatic home signal 4706 at stop, will stop west of San Fernando Road Crossing, call signal operator on telephone located on line pole opposite above home signal, and be governed by his instructions.

### DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

#### COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

#### REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.
Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

#### SANDIA BRANCH

Calipatria—174 feet east of junction switch M. P. 676.05.

#### WESTMORLAND BRANCH

Calipatria—171 feet east of junction switch M. P. 676.05.

#### OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

### JOINT USE PACIFIC ELECTRIC RY. TRACK OVER BRIDGES BETWEEN NEWPORT BEACH AND HUNTINGTON BEACH

Southern Pacific trains are required to protect themselves by flag while using the Pacific Electric tracks over two bridges between Newport Beach and Huntington Beach.

Southern Pacific trains will stop before fouling the Pacific Electric track. Flagman will protect to rear on both Pacific Electric and Southern Pacific tracks.

Brakeman will immediately proceed ahead on Pacific Electric tracks to a point a sufficient distance beyond the junction switch of the Pacific Electric tracks to insure protection against opposing Pacific Electric train before the Southern Pacific train occupies the track.

After waiting fifteen minutes for brakeman to proceed ahead and front is protected as provided above, the switch will be opened and train may proceed over the joint track.

It must be understood that the switches will not be opened for the Pacific Electric track until the movement is protected.

### SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 24 | 2.30 | 37 | 1.37 | 49 | 1.13 |
| 8 | 7.30 | 25 | 2.24 | 38 | 1.34 | 50 | 1.12 |
| 10 | 6.00 | 26 | 2.18 | 39 | 1.33 | 51 | 1.10 |
| 12 | 5.00 | 27 | 2.13 | 40 | 1.30 | 52 | 1.09 |
| 15 | 4.00 | 28 | 2.08 | 41 | 1.27 | 53 | 1.08 |
| 16 | 3.45 | 29 | 2.04 | 42 | 1.25 | 54 | 1.06 |
| 17 | 3.31 | 30 | 2.00 | 43 | 1.23 | 55 | 1.05 |
| 18 | 3.20 | 31 | 1.56 | 44 | 1.21 | 56 | 1.04 |
| 19 | 3.09 | 32 | 1.52 | 45 | 1.20 | 57 | 1.03 |
| 20 | 3.00 | 33 | 1.49 | 46 | 1.18 | 58 | 1.02 |
| 21 | 2.51 | 34 | 1.45 | 47 | 1.16 | 59 | 1.01 |
| 22 | 2.43 | 35 | 1.42 | 48 | 1.15 | 60 | 1.00 |
| 23 | 2.36 | 36 | 1.40 |  |  |  |  |

## SPEED RESTRICTIONS

**MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT AS OTHERWISE PROVIDED FOR BETWEEN KNOB AND EDOM.**

**MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT AS OTHERWISE PROVIDED FOR BETWEEN KNOB AND EDOM.**

**NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.**

**NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.**

**MAXIMUM ALLOWABLE SPEED OF 2-10-2 AND 5000 CLASS ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:**

**(a) Tangent track—45 miles per hour.**
**(b) Type F1 (Nos. 3600 to 3652 incl.). Restricted to same speeds on curves as applicable to other passenger power.**
**(c) Type F3-F4-F5 (Nos. 3653 upward). And 5000 class restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.**

**MAXIMUM ALLOWABLE SPEED MT. 1, 2, 3, 4, 5 CLASS ENGINES ON CURVES OF 7 TO 10 DEGREES 28 MILES PER HOUR.**

**MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.**

| Page | BETWEEN | Psgr. m. p. h. | Frt. m. p. h. | Lgt.Eng. m. p. h. |
|---|---|---|---|---|
| 2, 3 | Over switch end double track East Santa Barbara, eastward trains | 15 | 15 | 15 |
| | Same, westward trains | 30 | 20 | 20 |
| 2, 3 | Between East switch Wave and distant signal west of Sea Cliff | 45 | 30 | 30 |
| 2, 3 | M. P. 390.84 and 391.23 | 40 | 30 | 30 |
| 2, 3 | M. P. 396.67 and 396.87 | 40 | 30 | 30 |
| 2 | Ojai Line (except as below) | 20 | 20 | 20 |
| 2 | M. P. 407 and 408 | 10 | 10 | 10 |
| 2 | Chatsworth and Burbank via Van Nuys | 25 | 20 | 20 |
| 3 | Montalvo and Saugus (except as below) | 40 | 25 | 25 |
| 3 | M. P. 414.06 and 414.20 | 30 | 18 | 18 |
| 3 | M. P. 431.62 and 438.10 | 25 | 18 | 18 |
| 3 | M. P. 439.05 and 439.41 | 25 | 18 | 18 |
| 3 | M. P. 440.93 and 441.35 (reverse curves Del Valle) | 15 | 15 | 15 |
| 3 | M. P. 441.35 and 441.96 | 25 | 18 | 18 |
| 3 | Engines backing, four above locations | 12 | 12 | 12 |
| 3 | M. P. 444.20 and 444.84 | 30 | 18 | 18 |
| 2, 3 | Between East switch Corral track and switches west end Oxnard | 30 | 20 | 20 |
| 2, 3 | West End Tunnel 26 and M. P. 444.39 | 30 | 20 | 20 |
| 4, 5 | Between M. P. 451 and 455, east of Saugus except: | .. | 25 | 25 |
| 4, 5 | M. P. 451.54 and 451.74 | 40 | 25 | 25 |
| 4, 5 | M. P. 453.35 and 453.53 | 40 | 25 | 25 |
| 4, 5 | West end Tunnel 25 and M. P. 458.14 | 30 | 20 | 20 |
| 4, 5 | M. P. 458.14 and M. P. 462, except | .. | 25 | 25 |
| 4, 5 | M. P. 458.80 and M. P. 458.94 | 40 | 25 | 25 |
| 4, 5 | Through crossovers Burbank Jct. Tower | 30 | 20 | 20 |
| 4, 5 | Between Glendale Tower and Dayton Ave. Tower | 40 | .. | .. |
| 4, 5 | Between Dayton Ave. Tower and River Station Tower | 25 | 15 | 15 |
| 4, 5 | Through turnouts each end New Main tracks Los Angeles yard | 30 | 20 | 20 |
| 4, 5 | On third track between Glendale Tower and west lead New Yard | .. | 15 | 15 |
| 6 | Over switch end of double track Alhambra eastward trains | 30 | 20 | 20 |
| 6 | M. P. 537 and Colton | 30 | 20 | 20 |
| 6, 7 | Between Outside switches Colton | 15 | 15 | 15 |
| 7 | M. P. 540 and 546.3 (descending grade) | .. | 25 | 35 |
| | M. P. 546.3 and 567 (descending grade) | 40 | 20 | 35 |
| | M. P. 567 and 588 (descending grade) | 40 | 20 | 35 |
| | M. P. 588 and 599 (descending grade) | .. | 30 | 35 |
| | M. P. 599 and 610.9 | 60 | 40 | 40 |
| 7, 8 | Between Outside switches, Indio | 25 | .. | .. |
| 8 | Knob and Indio (except bet. M. P. 624 and 665) | 60 | 40 | 40 |
| 8 | M. P. 624 and M. P. 665 | 50 | 35 | 35 |
| 8 | Araz Jct., through crossover switches, junction switch, and end of double track | 30 | 20 | 20 |
| 8 | West Switch, Colorado and Yuma | 12 | 12 | 12 |
| 9 | Pasadena Branch | 15 | 15 | 15 |
| 9 | Duarte Branch | 30 | 20 | 20 |
| 9 | Covina Branch (except Consolidated engines) | 40 | 25 | 25 |
| 9 | Covina Branch, Consolidated engines | 20 | 20 | 20 |
| 9 | Chino Branch | 25 | 18 | 18 |
| 9 | Bryn Mawr and Crafton | 25 | 20 | 20 |
| 9 | Between San Bernardino and Riverside | 35 | 20 | 20 |
| 10 | Niland-Station and wye switch on Calexico line | 20 | 20 | 20 |
| 11 | Laguna Branch | 20 | 20 | 20 |
| 10 | Westmorland Branch | 40 | 25 | 25 |
| 10 | Over Alamo Bridge between Calipatria and Rockwood | 30 | 20 | 20 |
| 10 | Calipatria and Sandia | 25 | 25 | 25 |
| 10 | Sandia and Holtville | 20 | 20 | 20 |
| 10 | On curve at store building, Sandia | 10 | 10 | 10 |
| 10 | Calexico between west outside switch and International Boundary Line | 25 | .. | .. |
| 11 | Clement Jct. and Firestone Park | 30 | 20 | 20 |
| 11 | Between Firestone Park and San Pedro (except as below) | 40 | 30 | 30 |
| 11 | Compton over Orange and Olive Sts | 20 | 20 | 20 |
| 11 | Compton over Main Street | 8 | 8 | 8 |
| 11 | Thenard and Fifth Street, San Pedro | 15 | 15 | 15 |
| 11 | Long Beach Branch | 40 | 25 | 25 |
| 11 | Between Crossover Switches at end of double track and opposite station building, Firestone Park | 15 | 15 | 15 |
| 12 | Santa Ana and Firestone Park (except as below) | 40 | 30 | 30 |
| 12 | West Anaheim and 1 mile east of Anaheim | 15 | 15 | 15 |
| 12 | West Anaheim and West Anaheim Jct. via Miraflores | 15 | 15 | 15 |
| 12 | Santa Ana and Newport, Huntington Beach and Stanton Jct | 30 | 25 | 25 |
| 12 | Whittier Branch | 20 | 15 | 15 |
| 12 | Newport and Huntington Beach | 15 | 15 | 15 |
| 12 | Between Los Alamitos and West Anaheim | 20 | 15 | 15 |
| 12 | Tustin Branch | 20 | 20 | 20 |
| 12 | Long Beach Branch between P. E. Crossing and Anaheim Road | 8 | 8 | 8 |

## SPEED OF TRAIN REGULATED BY ORDINANCE THROUGH CITY LIMITS

| Page | BETWEEN | Psgr. m. p. h. | Frt. m. p. h. | Lgt.Eng. m. p. h. |
|---|---|---|---|---|
| 2, 3 | Santa Barbara | 30 | 20 | 20 |
| 2, 3 | M. P. 372 and 1410 feet East | 30 | 20 | 20 |
| 2, 3 | Ventura | 10 | 10 | 10 |
| 3 | Santa Paula | 15 | 15 | 15 |
| 4, 5 | San Fernando, over street crossings east and west of station | 25 | 25 | 25 |
| 4, 5, 6 | Los Angeles; Clement Jct. Aurant and 1800 feet west of River Station Tower | 8 | 8 | 8 |
| 6 | El Monte | 20 | 20 | 20 |
| 6 | Pomona, 2640 feet each side of station | 30 | 30 | 30 |
| 6 | Ontario, 2640 feet each side of station | 25 | 25 | 25 |
| 6, 7 | Colton | 15 | 15 | 15 |
| 9 | Pasadena, Hope Street crossing | 6 | 6 | 6 |
| 9 | West Alhambra, Main Street crossing (westward trains stop before crossing) eastward trains | 6 | 6 | 6 |
| 9 | La Verne, 7958 feet west and 3336 feet east of station | 40 | 25 | 25 |
| 9 | Covina Branch Pomona Jct. switch and 1161 feet west | 15 | 15 | 15 |
| 9 | Chino Branch, Ontario Jct. switch and 2570 feet west | 20 | 20 | 20 |
| 9 | Redlands, 2nd St., all street crossings | 10 | 10 | 10 |
| 9 | San Bernardino, across Second, Rialto and Mill Streets | 20 | 20 | 20 |
| 10 | El Centro, Main Street crossing | 20 | 20 | 20 |
| 10 | Calipatria, Main Street | 12 | 12 | 12 |
| 11 | Los Angeles; Clement Jct. Aurant and 1800 feet west of River Station Tower | 8 | 8 | 8 |
| 11 | Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet | 20 | 20 | 20 |
| 12 | Santa Ana, 3208 feet west and 2132 feet east Station | 12 | 12 | 12 |

## OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

| | M. P. H. |
|---|---|
| Light engines running ahead | 35 |
| Yard engines | 20 |
| 2900, 4100, 4200 class—in passenger service | 40 |
| 4000 class—in passenger service | 35 |
| Engines backing coupled in trains or light | 20 |
| Trains handling relief outfit on main track and Santa Ana Branch | 25 |
| Same on Branch Lines except Santa Ana | 15 |

3600, 3700, 4000, 4100, 4300 and 5000 class engines must not be used on any branch.

Engines heavier than Consolidation must not be used on following tracks: Rice Spur, Sucrosa beet track, Simi house track, Oxnard, No. 4 track, and east half of tracks 2 and 3; Guasti, Winery Spur; Ontario Orange Products Spur; Pomona, both back team tracks west of Main Street, Winery Spur, storage track, Beaumont, west end of oil unloading track, San Pedro, high line, Declez Line, south of five car lengths south of south grape track switch, Rockwood siding, icing tracks or leads at Brawley, El Centro or Calexico.

Engines heavier than Consolidation must not use wye at Oxnard.

Engines heavier than C5 class must not be used on Pasadena and Duarte branches.

Engines heavier than Mogul must not be used on following branches: Ojai, Whittier, Miraflores, Newport, Los Alamitos, Tustin, Laguna, except Consolidations may be used between Ventura Jct. and Ortonville, Ojai Branch.

**Atlantic and Pacific type of 8-wheel engines over 75,000 lbs. on drivers; 10-wheel engines over 100,000 lbs. on drivers; Mogul engines over 126,000 lbs. on drivers; 12-wheel or consolidation type engines over 125,000 lbs. on drivers and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the** Ojai Branch.

**Trains handled by Consolidation engines will not exceed ten miles per hour between Redlands Second Street and Crafton Stations.**

**Engines heavier than light Moguls must not exceed six miles per hour on sidings** Duarte Branch.

A. C. class engines must not use wye at Colton.

A. C. class engines must not use Bunnel track or Day track Saugus.

**Account light rail, 2-10-2 and 4-8-2 engines will not exceed speed of four miles per hour on following tracks in Colton yard: Yard tracks 1, 2, 3, 14. Corral Track, Scale Track, Caboose Track.**

**Consolidation engines must not exceed five miles per hour on Limoneria Spur,** Santa Paula Branch.

2-10-2 engines may use Ojai Branch at Ventura Jct. and Santa Paula Branch at **Montalvo, to pick up or set out, providing sufficient cars are held on to, to keep engine off light rail at turnouts.**

**2-10-2 engines Santa Barbara Yard must not exceed eight miles per hour on tracks other than main tracks, or four miles per hour backing through crossovers and turnouts.**

**2-10-2 engines must not exceed eight miles per hour on No. 7 turn-outs and all slip-switches**

**Trains handling large loaded oil cars will not exceed twelve miles per hour on** following branches: Los Alamitos, Laguna, between Ojai and Ortonville, Whittier, Newport, Redlands, Tustin and Declezville Spur, except not exceed fifteen miles per hour between Stanton Jct. and West Anaheim or twenty miles per hour Santa Ana and Costa Mesa and Huntington Beach and Stanton Jct., also not exceed fifteen miles per hour between Piru and Kemp.

Speed must not exceed 6 miles per hour on Rhem Mfg. Co. spur on curve leading from drill track, or 10 miles per hour on drill track, Philadelphia Quartz Co. spur at South Gate.

**Where ground is soft, speed must be ten miles per hour or less.**

Train or engines will approach Ninth Street crossing at Colton with caution **at a speed not exceeding ten miles per hour, prepared to stop before fouling the crossing. When it is seen the crossing is clear, trains or engines may proceed over this crossing without stopping. Trains or engines shoving cars will stop at a point clear of the crossing and may proceed when the crossing is seen to be clear. Cars will not be kicked over Ninth Street crossing.**

Passenger trains must not exceed thirty-five miles per hour and freight trains twenty miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals; except over Raymer and Bloomington Crossings, passenger trains must not exceed 45 and Freight trains 35 miles per hour.

**When necessary to move cars ahead of engine, do not exceed twenty miles per hour.**

When entering or leaving sidings, do not exceed a speed of eight miles per hour.

Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. When backing out of sidings to the main track within block signals territory train will back clear of the home signal and if the signal does not indicate proceed will be governed by Rule 509.

Dead or disabled engines will not be moved to exceed following speed:
All rods on, or main or side rods removed, 30 miles per hour.
Main and side rods removed, 20 miles per hour.

**Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except**

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

## SPECIAL INSTRUCTIONS—Continued

### STRUCTURES LESS THAN STANDARD CLEARANCE

| Mile Post | Between | Height | Description |
|---|---|---|---|
| 441.2 | Hasson and Chatworth... | 20 ft. 2 in....... | Tunnel No. 26. |
| 442.9 | Hasson and Chatsworth.. | 20 ft. 6 in....... | Tunnel No. 27. |
| 443.9 | Hasson and Chatsworth.. | 20 ft. 6¾ in.... | Tunnel No. 28. |
| 423.0 | Sespe and Brownstone.... | 21 ft. 4 in....... | Sespe Creek. |
| 432.2 | Piru and Camulos......... | 21 ft. 4 in....... | Piru Creek. |
| 446.2 | Castaic and Saugus...... | 20 ft. 6 in....... | Santa Clara River. |
| 481.7 | Taylor—River Sta. Tower | 21 ft. 6 in....... | Footbridge. |
| 482.6 | Mission Junction—Aurant | 21 ft. 9 in....... | L. A. River. |
| 547.3 | Motor Jct.-Redlands 2d St. | 19 ft. 6 in....... | Mill Creek. |

| Los Angeles Yard: | Impaired: |
|---|---|
| Califelt Co., shed and fence, Aurant | Side |
| Western Concrete Co., wall, Aurant | Side |
| Herberger Pickle Co., wall, Aurant | Side |
| Ventura Spur (Texaco Spur), Aurant | Side |
| Bent Brothers (Sheres Spur) fence, Maiers | Side |
| E. Loyd Sash & Door Building, 373 E. 2nd St. | Side |
| Armour Co. Spur, platform, 115 Central Ave. | Side |
| Armour Co. Spur, wires, 115 Central Ave. | Overhead |
| Tacoma Brew Co. Bldg., 112 Central Ave. | Side |
| Industrial Development & Land Co. Bldg., P.E. Transfer Trk., Aliso & Lyons St. | Side |
| F. Arbogast Bldg., Commercial and Market | Side |
| L. A. Warehouse, gate, Commercial and Market | Side |
| J. F. Holbrook, gate, 310 Market St. | Side |
| Roberts, Otter & Nelson Bldg., 316 Market St. | Side |
| J. F. Holbrook, gate, Market and Jackson | Side |
| Calif. Stock Co., platform, 1503 S. Alameda | Side |
| Stell Badt-Falk & Co., platform, 1423 A. Alameda | Side |
| Pacific Pipe Supply Co., platform, 1002 Santa Fe | Side |
| Sanitary Mfg. Co.. platform, 923 Santa Fe | Side |
| Citizens Warehouse, platform, 1904 Wilson St. | Side |
| Ore Grande Co., platform, 743 Wilson St. | Side |
| International Harvester Co. Bldg., 734 Atlantic St. | Side |
| Old Market Platform, 6th Street | Side |
| Bekins Storage Co., building, 4th and Alameda | Overhead |
| Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave. | Overhead |
| Paraffine Paper Co., spur, wall, Main and Augusta Sts. | Overhead |
| Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts. | Side |
| Peck & Hill spur, shed roof and platform, N. Spring and Alpine | Side |
| Baker Iron Co. Spur, gate, Broadway and College | Side |
| Freight House, platform, N. Spring | Side |
| Capitol Mill Co. Spur, gate, bldg. entrance, N. Spring and B. & B. Yd. | Overhead |
| "B" Freight Shed, platform, N. Spring | Side |
| "C" Freight Shed, platform, N. Spring | Side |
| L. A. Junk Co. Spur, gate, Roundout St. | Side |
| L. A. Pressed Brick Spur, unloading dock, Alhambra Ave. | Side |
| Derail Sign, Mission Jct. | Side |
| Derail Sign, Mission Tower | Side |
| Oil House Platform, L. A. Shops | Side |
| Sand Blast Shed (door), L. A. Shops | Overhead |
| L. A. Brewery building, L. A. Shops, 1920 N. Main | Side |
| Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5, 6, 7, and 15) River Station | Overhead and Side |
| Bulkhead oil transfer pits, Cornfield | Side |
| Building (River Station), Standard Oil track | Side |
| Scale House (River Station), Lower Track 15 | Side |
| Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring | Side |
| Building (Paper Mill), 55th Alameda | Side |
| Platform (Greer-Robbins), 48th Alameda | Side |
| Stock Chute (E. F. Snowden), Butte St. Yard | Side |
| Fence (along track 16 L. A. Passenger), 4th and 6th Alameda | Side |
| P. F. E., platform, New Class Yard | Side |
| Kay-Burner Steel Co. Bldg., Taylor Milling Co. Spur | Side |
| Pacific Rock Products Platform, Taylor Milling Co. Spur | Side |
| Los Angeles River Bridge, West end Midway Yard | Side |
| Capital Milling Co. Bldg., River Station Tower | Side and Overhead |
| House track 8 just east College St. | Side |
| L. A. Junk Co., River Station Tower | Side and Overhead |
| Paraffine Paint Co. warehouse, Naud Jct. | Side and Overhead |
| L. A. River Bridge, Mission Jct. | Side |
| Llewellyn Iron Works' House Spur | Side |
| Lacey Mfg. Co., Gate frame | Side |
| Lacey Mfg. Co., Crane on their spur Inside Yard | Overhead |
| L. A. Farming & Milling Co., Commercial and Alameda | Side and Overhead |
| L. A. Warehouse, Commercial and Alameda | Side and Overhead |
| J. A. Roebling, Market and Alameda | Side |
| Adrien Loeb, Market and Alameda | Side |
| Panama Warehouse, Market and Alameda | Side |
| Union Hdw. & Metal Co., First and Alameda | Side and Overhead |
| L. A. Ice & Cold Storage Co., Fourth Street plant | Side and Overhead |
| Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles | Side |
| Bohnhoff Spur, Fourteenth and Alameda Sts. | Side |
| Southern California Hardwood Co., 15th and Alameda | Side |
| Cooper Lumber Co. Spur, 14th, 15th and Alameda | Side |
| Oil Well Supply Co., Alameda at Naud Jct. | Side |
| L. A. Brewing Co., Alhambra Ave. | Side |
| Griffin Car Wheel Co., Vernon | Side |
| Santa Barbara: | |
| Pottery spur | Side and Overhead |
| P. F. E. icing platform | Side |
| Fleischmann private car shed | Side |
| Punta—Clam shell caterpillar | Side |
| Ventura—Fence and gate posts Coast Wholesale Co. | Side |
| Summerland—Loading racks Seaside Oil Co. | Side |
| Blanchards—Two Western Union poles | Side |
| Blanchards—Corner of packing house | Side |
| Santa Paula—Pump house, siding | Side |
| Saugus—Oil tanks, main track | Side |
| Saugus—Aqueduct platform | Side |
| Elayon—Standard Oil Co. filling racks | Side |
| Sylmar—Olive packing house | Side |
| San Fernando: | |
| Platform Big Pine Fertz. Co | Side |
| Storeroom Shell Oil Co. Spur | Side |
| Sandpipe at Sand House | Overhead |
| San Fernando Lumber Co. cement warehouse platform | Side |
| Pacoima—Orange packing house platform | Side |
| Pacoima—Telephone pole alongside Bona Fide Broom spur | Side |
| Pacoima Gravel Pit Spur—Posts on each side | Side |
| Roscoe—Union Rock Co. bunkers | Both Sides |
| Roscoe—Union Rock Co. sand piles and switch stands | Side |
| Roscoe—S. P. Freight platform | Side |
| Wahoo—Union Rock Co. piles of rock | Side |
| Wahoo—Consumers Rock Co. track, Sheldon line, derail switch stand | Side |
| Wahoo—Consumers Rock Co. rock crusher | Side and Overhead |
| Burbank—Andrew Jurgen Soap Factory platforms | Side |
| Burbank—Libby, McNeill & Libby platform | Side |
| Burbank—Moreland Truck Co. spur, west platform | Side |
| West Glendale—Inner Tube Factory and S. P. freight platforms | Side |
| Glendale—L. A. Basket Co. Bldg. | Side |
| Glendale—Tropico Potteries Bldg. and retaining wall | Side |
| Reseda—San Fernando Feed Co. track, fence | Side |
| Reseda—Fence on north side track just west Reseda | Side |
| Encino—Beet dump on north side | Side |
| Encino—Packing house shed platform | Side |
| Encino, Owensmouth, Kester and Lapaco stock chutes | Side |
| Van Nuys—Gate at Hammond Lumber Company spur | Side |
| Oxnard—Platform lime pit track Ventura County Ry.<br>(Use extreme care entering this track) | Side |
| Alhambra: | |
| Braun Iron Works | Overhead |
| Braun Co. inside fence | Side |
| Huntington Land Co. spur, fence alongside track | Side |
| High line west of depot, guy wire on P. E. trolley pole | Side |
| Pasadena: | |
| Ice house track, Fords Blueing Co. building | Side |
| Orange packing house | Side and Overhead |
| Freight house platform | Side |
| Monrovia: | |
| West of station, 2 telephone poles | Side |
| East of Canon Street, one telephone pole | Side |
| Day and Night Water Heater Co. spur, platform | Side |
| East of Monrovia—Packing house platform | Side |
| Duarte—Depot platform | Side |
| Duarte—Storeroom building, Rivas rock quarry | Side |
| San Marino—One telephone pole | Side |
| El Monte—Ross Construction Co. spur, platform and material piles | Side |
| San Gabriel—Winery spur, platform, also stock chute | Side |
| Puente—Switch stands on derails | Side |
| Covina—Stock corral | Side |
| Covina—Old Association House, building | Side |
| Lateen—Packing house | Side |
| Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks | Side |
| Azusa Ave.—Riely's Packing House Platform | Side |
| San Dimas—Randolph Packing House platform | Side |
| La Verne—Depot platform | Side |
| La Verne—Randolph Packing House platform | Side |
| Pomona: | |
| Stine Transfer Company | Side |
| Sunkist Orange Packers | Side |
| W. L. Wright, produce | Side |
| Hal Williams Warehouse | Side |
| Findlay Feed and Fuel Co. | Side |
| Rotary chute at corral | Side |
| Pomona Fruit Growers Exchange | Side |
| Ontario: | |
| West Ontario Orange Packers, south | Side |
| West Ontario Orange Packers, north | Side |
| Campbell Construction Co. | Side |
| Hickey Warehouse Co. | Side |
| Standard Oil Company | Side |
| Exchange Orange Products Co., south | Side |
| Haslett Warehouse Co. | Side |
| Haslett Warehouse Co., east end yard | Side |
| Chino: | |
| Beet rack and lookout tower, sugar spur | Overhead |
| Sugar tracks No. 1 and No. 2 | Side |
| Stock corral | Side |
| Libby's Products | Side |
| Declez—Hog Farm No. 1 and No. 2 | Side |
| Bloomington—Depot platform | Side |
| Colton: | |
| All loading tracks Cement Plant | Side |
| Orange Packing House north of freight house | Side |
| P. F. E. Track No. 6 and No. 7 | Side |
| Roundhouse | Side |
| Colton sand spur | Overhead |
| San Bernardino: | |
| Southern Pacific Grain Co. | Side |
| I. S. Chapman & Co. | Side |
| P. E. Poles, Colton to San Bernardino | Side |
| Highgrove: | |
| Stock corral | Side |
| Orange packing house | Side |
| Depot platform | Side |
| Riverside: | |
| Wilson & Company | Side |
| Riverside Foundry | Side |
| Union Oil Company | Side |
| M. J. Johnson & Co., wholesale grocers | Side |
| Sperry Flour Co. | Side |
| Albers Milling Co. | Side |
| Loma Linda: | |
| Mound City Mercantile Company | Side |
| Depot platform | Side |
| Beaumont: | |
| Stock corrals | Side |
| Halbras & Vessey Fruit Distributors | Side |
| Station platform | Side |
| Redlands 2nd St.: | |
| Auto loading platform | Side |
| Lyons & Sons Packing House | Side |
| Crafton: | |
| Mutual Orange Distributors | Side |
| Krumn Manufacturing Company | Side |

| | |
|---|---|
| Cabazon—Station platform | Side |
| Banning—Canning Co. spur | Side |
| Mecca—Water track | Side |
| Brawley: | |
| Union Oil Company spur | Side |
| Shell Oil Company spur | Side |
| Shed 28 | Side |
| Hammond Lumber Company spur | Side |
| Loading chute corral | Side |
| Katkaru Company shed | Side |
| Calexico: | |
| Yormans-Hunter shed | Side |
| Earl Fruit Co. shed | Side |
| Mt. Signal Produce Shed Track 4 | Side |
| Shamrock—Ryan Fruit Co. Shed 3 | Side |
| Verdant—I. D. Aten Shed 1 | Side |
| Westmorland: | |
| Pepper Fruit Co. Shed No. 4, drill track | Side |
| Weaver Company Shed No. 5, drill track | Side |
| American Fruit Co. Shed No. 6, drill track | Side |
| Jack Brothers Shed No. 7, drill track | Side |
| American Fruit Co. Shed No. 9, drill track | Side |
| P. Kahn Shed No. 10, drill track | Side |
| Firestone Park—Stock chute | Side |
| Compton—Shed in Union Rock Co. plant | Side and Overhead |
| (Do not switch cars beyond this point) | |
| Thenard—Platform Republic Supply Co. | Side |
| Thenard—Advance Truck Co. Spur | Side and Overhead |
| (Do not use beyond gate) | |
| San Pedro: | |
| S. P. Slip platform | Side |
| S. P. High wharf 10th Street | Side |
| E. K. Wood Lumber Co., fire house | Side |
| E. K. Wood Lumber Co., drinking fountain | Side |
| Consolidated Lumber Co., platforms tracks 6 and 7 | Side |
| Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts. | Overhead |
| Long Beach—Telephone wires at Long Beach Freight House | Overhead |
| San Pedro Branch—1,000 ft. west of M. P. 495, telephone wires | Overhead |
| Vinvale—Bridge 492-D (steel structure) | Side |
| Slauson Ave.—Cal. Vegetable Co. platform | Side |
| Whittier: | |
| Citrus Association Packing House | Side |
| U. P. Ry. trestle west end Citrus Assn. house | Side |
| Old Murphy Packing House | Side |
| Norwalk—Stock chute and Greenings warehouse | Side |
| Buena Park—Beet dump | Side |
| Buena Park—American Fruit Growers house, also low switch stands | Side |
| West Anaheim: | |
| Stock chute | Side |
| Schumacher Warehouse platform | Side |
| Fence on south side of section quarters | Side |
| Anaheim Feed and Fuel Co. platform | Side |
| Anaheim: | |
| At intersections of Los Angeles and Claudena Sts., four fifty-foot poles | Side |
| Valentine Fruit Co. packing house | Side |
| S. P. Packing House south side | Side |
| Walnut Growers Association house | Side |
| Lemon and Orange Growers house | Side |
| Adams Brower Lbr. Co. cement house | Side |
| Stanton: | |
| Beet dump | Side |
| S. P. telegraph pole at scale | Side |
| S. P. telegraph wires over dump track | Overhead |
| Holly Beet Sugar Co. beet dump | Side |
| Los Alamitos: | |
| S. P. platform | Side |

Inside fence of Los Alamitos Sugar Company; following are impaired side clearances: one large pole for power wires, two R. W. posts, two iron pipe posts, two posts of telltales warning of overhead impaired clearance, beet dump, dirt fill for incline track, beet chute, one iron pipe post, fence, two 8 x 8 posts.

Following overhead impaired clearances inside of fence of same concern: Wooden framework over track and two buildings over track.

| | |
|---|---|
| Holly Sugar Co. beet dump | Side |
| Los Alamitos Sugar Co., track rock pile | Side |
| Los Alamitos Sugar Co., building | Overhead |
| Los Alamitos Sugar Co., power house | Side |
| Stock chute | Side |
| Water Column No. 2, two-inch pipe | Side |
| Santa Ana: | |
| Oil pipe at round house | Side |
| Railing and portion of building off Santa Fe Wye | Side |
| Chandlers two platforms | Side |
| California Packing House | Side |
| Pipe at Chapmans Cement House | Side |
| Liggetts Warehouse | Side and Overhead |
| Nutwood—S. P. platform | Side |
| Stanton Jct.—S. P. telegraph wires | Overhead |
| Newland—P. E. trolley wire | Overhead |
| Wiebling—Holly Sugar Co., beet dump | Side |
| Dyer: | |
| Holly Sugar Co.—East and west gates | Side |
| Scale house | Overhead and Side |
| Tin warehouse | Side |
| Brick sugar house | Side |
| Pipe on post | Side |
| Post supporting pipe | Side |
| Electrical shop and rock pile | Side |
| Glass Factory, gates | Side |
| Gamewell—Wire west end trestle | Overhead |
| Newport Beach—Wire over wye track | Overhead |
| Thurin—Wire 500 feet east station | Overhead |
| Westminster—Beet dump and fence | Side |
| Wintersburg—Oneal house and S. P. house | Overhead and Side |
| La Bolsa—Wire at station | Overhead |
| Westfall—Standard Oil loading tracks | Side |
| Huntington Beach—Telephone wires at Highway Crossing | Overhead |
| Tustin—David Hewes Packing House electric wire | Overhead |
| McPherson: | |
| Cavanagh & Towhy Rock Co., bunkers | Side |
| Orange County Rock Co., power house | Side |
| Cavanagh & Towhy Rock Co., two bridges and three chutes | Overhead |
| Orange County Rock Co., three chutes, five waste water pipes and bridges | Overhead |
| Union Rock Co. Cement House, car head and two posts | Side |

Load line clearances permissible Tunnel 26.

From top of rail to 12 ft. above top of rail maximum width of load is 14 ft. or 7 ft. on each side of center of track. At 14 ft. above top of rail maximum width of load is 13 ft. 6 in. or 6 ft. 9 in. each side of center of track. At 16 ft. above top of rail maximum width is 11 ft. 6 in. being 5 ft. 9 in. each side. At 18 ft. above top of rail maximum width is 7 ft. 6 in., or 3 ft. 9 in. each side of center of track. Maximum height of permissible clearance over center of track is 19 ft. 2½ inches.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Pacific Electric power wires and S. P. telegraph wires over two bridges between Newport Beach and Huntington Beach will not clear man on top of train.

Pacific Fruit Express Company's icing platform Santa Barbara, Los Angeles, Brawley, Calexico, and tracks 6, 7 Colton, will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

At the plant of Orange County Rock & Gravel Co. located at Frink there are three power wires and two telephone wires passing over the spur on which cars are set for loading. These wires clear the top of the rail at a distance of 18 ft. No cars except gondolas and flats must be handled over this spur. S. P. engines must not pass under power line crossing near the bunkers.

Following water tanks are not standard clearance: Saugus, Piru, Santa Paula, Guasti, Cabazon, Palm Springs, Calexico, Pomona, Colton and El Casco.

Following water columns are not standard clearance: Palm Springs, Moorpark, Somis, Oxnard (east column on siding).

**Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.**

## SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager |
| Los Angeles | Dr. G. S. Hall | Division Surgeon. |
| Los Angeles | Dr. M. T. Steele | Assistant Surgeon. |
| Los Angeles | Dr. R. W. Starr | Assistant Surgeon. |
| Los Angeles | Dr. E. R. Watts | Assistant Surgeon. |
| Los Angeles— | | |
| Inglewood and Hyde Park | Dr. E. D. Charland | District Surgeon. |
| Huntington Park | Dr. D. E. Stewart | District Surgeon. |
| Eagle Rock | Dr. Marion M. Null | District Surgeon. |
| Belvedere Gardens | J. P. Mortenson | District Surgeon. |
| Hollywood | Dr. R. W. Avery | District Surgeon. |
| Riverside Gardens | Dr. Wm. A. Dashiel | District Surgeon. |
| Los Angeles | Dr. E. A. Bryant | Consulting Surgeon. |
| Los Angeles | Dr. Geo. H. Kress<br>Dr. Jos. Goldstein | Oculists and Aurists. |
| Santa Monica | Dr. C. E. Rooney | District Surgeon. |
| Compton | Dr. F. E. Abbott | District Surgeon. |
| Long Beach | Dr. C. H. Woods | Emergency Surgeon. |
| Long Beach | Dr. E. C. Renfrew | District Surgeon. |
| Wilmington | Dr. W. W. Horst | District Surgeon. |
| San Pedro | Dr. J. L. Bloch | District Surgeon. |
| Downey | Dr. E. H. Welcome | Emergency Surgeon. |
| Whittier | Dr. W. H. Stokes | Emergency Surgeon. |
| Norwalk | Dr. L. J. Otis | District Surgeon. |
| Buena Park | Dr. A. H. Foster | Emergency Surgeon. |
| Anaheim | Dr. J. L. Beebe | Emergency Surgeon. |
| Orange | Dr. D. F. Boyer | Emergency Surgeon. |
| Santa Ana | Dr. C. D. Ball | District Surgeon. |
| Santa Ana | Dr. Dexter R. Ball | Assistant District Surgeon |
| Newport Beach | Drs. C. Richter and G. M. Grundy | Emergency Surgeons. |
| Westminster | Dr. R. J. Johnson | Emergency Surgeon. |
| Pasadena | Dr. F. C. E. Mattison | District Surgeon. |
| Pasadena | Dr. Z. T. Malaby | Assistant District Surgeon. |
| Monrovia | Dr. L. N. Wheeler | Emergency Surgeon. |
| Alhambra | Dr. J. F. Hull | District Surgeon. |
| San Gabriel | Dr. C. L. Magee | Emergency Surgeon. |
| Puente | Dr. W. W. Schultz | District Surgeon. |
| Covina | Dr. J. D. Reed | Emergency Surgeon. |
| Pomona | Dr. Geo. W. Kellar | District Surgeon. |
| Chino | Dr. C. E. Noggle | Emergency Surgeon. |
| Ontario | Dr. G. J. Fleming | District Surgeon. |
| Colton | Dr. C. F. Whitmer | District Surgeon. |
| Colton | Dr. D. B. Williams | Assistant District Surgeon. |
| San Bernardino | Dr. S. Forsythe | District Surgeon. |
| Redlands | Dr. G. G. Moseley | District Surgeon. |
| Riverside | Dr. S. H. Keller | District Surgeon. |
| Banning | Dr. A. L. Brankamp | District Surgeon. |
| Beaumont | Dr. F. D. West | District Surgeon. |
| Indio | Nurse in charge of Emergency Hospital. | |
| Indio | Dr. Russell M. Gray | District Surgeon. |
| Calipatria | Dr. John H. Hutton | District Surgeon. |
| Westmorland | Dr. O. C. Long | Emergency Surgeon |
| Brawley | Dr. Eugene LaBaron | District Surgeon. |
| Brawley | Dr. J. C. Hill | Assistant District Surgeon. |
| Imperial | Dr. H. V. Gray | District Surgeon. |
| El Centro | Dr. F. W. Peterson<br>Dr. W. W. Apple | District Surgeons. |
| Holtville | Dr. H. B. Graeser | District Surgeon. |
| Calexico | Dr. O. L. Webster<br>Dr. T. E. Bartholomew | District Surgeons. |
| Calexico | Dr. A. L. Rice | Assistant District Surgeon. |
| Mexicali | Dr. E. D. Flores | District Surgeon. |
| Yuma | Dr. C. S. Powell | District Surgeon. |
| Yuma | Dr. J. W. Stacey | District Surgeon. |
| Glendale | Dr. N. C. Paine | District Surgeon. |
| Burbank | Dr. David Thomson | District Surgeon. |
| Van Nuys | Dr. Chas. B. Canby | Emergency Surgeon. |
| Owensmouth | Dr. Wm. J. Lakey | Emergency Surgeon. |
| San Fernando | Dr. J. E. Wheat | District Surgeon. |
| San Fernando | Dr. E. F. Kinne | Assistant District Surgeon and Oculist and Aurist. |
| Newhall | Dr. C. F. Peters | District Surgeon. |
| Fillmore | Dr. Will R. Manning | District Surgeon. |
| Santa Paula | Dr. D. G. Clark | District Surgeon. |
| Moor Park | Dr. F. A. Yoakam | Emergency Surgeon. |
| Oxnard | Dr. Raymond T. Francis | Emergency Surgeon. |
| Ventura | Dr. G. A. Broughton | District Surgeon. |
| Carpinteria | Dr. T. M. Shorkley | Emergency Surgeon. |
| Santa Barbara | Dr. Chas. S. Stevens | District Surgeon. |
| Santa Barbara | Dr. Kent R. Wilson | Assistant District Surgeon. |
| Santa Barbara | Dr. Wm. J. Mellinger | Aurist. |
| Santa Barbara | Dr. G. W. Jean | Oculist. |

**Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.**

## HOSPITALS.

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

# RATING OF ENGINES--LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Los Angeles to Ontario | Alhambra to Puente, Ontario to Colton | Colton to Los Angeles | Bloomington to Savanna, Stoneman to Alhambra | Colton and Indio | Indio to Yuma | Yuma to Indio | Indio and Niland Amos and Knob | Niland and Araz Jct. via Inter-California Railway Line | Los Angeles to Saugus | Saugus to Los Angeles | Los Angeles and Santa Barbara via Oxnard. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E— 5 | E—69 18/24 69 | 1383, 1387 | 165 | 830 | 1600 | 980 | 2040 | 460 | 1200 | 1130 | 1750 | 1600 | 360 | 400 | 950 |
| E—23 | E—73 20/24 101-S | 1433 to 1458 | 190 | 1150 | 2190 | 1350 | 2780 | 650 | 1650 | 1550 | 2400 | 2190 | 510 | 570 | 1510 |
| E—23 | E—73 20/24 92 | | | | | | | | | | | | | | |
| E—24 | E—69 18/26 74 | 1464 to 1469, 1482 | 165 | 910 | 1720 | 1070 | 2100 | 510 | 1310 | 1220 | 1900 | 1720 | 390 | 440 | 1010 |
| E—27 | E—73 20/26 113-S | 1526 to 1540 | 210 | 1440 | 2700 | 1690 | 3330 | 820 | 2060 | 1920 | 3000 | 2700 | 640 | 710 | 1600 |
| M— 4 | M—63 20/28 126 | 1615 to 1719 | 190 | 1610 | 2920 | 1870 | 3380 | 940 | 2270 | 2100 | 3300 | 2920 | 730 | 820 | 1730 |
| M— 4 | M—63 20/28 128-S | | | | | | | | | | | | | | |
| M— 4 | M—63 20/28 135-S | | | | | | | | | | | | | | |
| M—6 | M—63 21/28 150-S | 1720 to 1803 | 200 | 2000 | 3610 | 2320 | 4160 | 1190 | 2800 | 2590 | 4050 | 3610 | 930 | 1030 | 2150 |
| M—6, 8 | M—63 21/28 159-S | | | | | | | | | | | | | | |
| M— 9 | M—63 21/28 150-S | 1804 to 1822, 1828 to 1831 | 210 | 2110 | 3800 | 2450 | 4330 | 1260 | 2920 | 2740 | 4300 | 3800 | 990 | 1090 | 2270 |
| M—11 | M—63 21/28 153-S | | | | | | | | | | | | | | |
| T— 3 | T—69 20/26 113 | 2215 to 2219 | 180 | 1260 | 2360 | 1470 | 2740 | 720 | 1790 | 1680 | 2600 | 2360 | 550 | 620 | 1390 |
| T— 2 | T—63 19/24 105 | 2221 to 2230 | 160 | 1000 | 1890 | 1180 | 2310 | 570 | 1440 | 1340 | 2100 | 1890 | 340 | 490 | 1120 |
| T— 1 | T—63 20/26 112 | 2235 to 2273 | 180 | 1430 | 2620 | 1670 | 3080 | 840 | 2000 | 1850 | 2900 | 2620 | 660 | 730 | 1560 |
| T—25 | T—69 20/28 134 | 2275 to 2277 | 200 | 1530 | 2840 | 1790 | 3430 | 880 | 2180 | 2030 | 3200 | 2840 | 680 | 760 | 1690 |
| T—26 | T—69 21/28 152-S | 2283 to 2300 | 200 | 1780 | 3280 | 2070 | 3900 | 1040 | 2510 | 2340 | 3650 | 3280 | 820 | 910 | 1960 |
| T—23 | T—63 21/28 148-S | 2301 to 2310 | 210 | 2120 | 3810 | 2460 | 4400 | 1260 | 2960 | 2730 | 4300 | 3810 | 990 | 1100 | 2280 |
| T—28, 31 | T—63 22/28 162-S | 2311 to 2362 | 210 | 2310 | 4160 | 2680 | 4800 | 1370 | 3240 | 3000 | 4700 | 4160 | 1080 | 1190 | 2480 |
| T—32 | T—69 23/28 174-S | 2363 to 2370, 2372 to 2384 | 210 | 2300 | 4190 | 2670 | 5040 | 1360 | 3200 | 2980 | 4650 | 4190 | 1080 | 1200 | 2530 |
| P—1, 3, 5 | P—77 22/28 141-S | 2400 to 2452 | 210 | 1790 | 3350 | 2100 | 4080 | 1020 | 2560 | 2380 | 3750 | 3350 | 800 | 890 | 1980 |
| P—4 | P—77 23/28 155/B 58-SF | 2400 to 2437 | 210 | 2050 | 3800 | 2400 | 4350 | 1150 | 3050 | 2850 | 4300 | 3800 | 900 | 1000 | 2250 |
| P— 6 | P—77 25/28 172-S | 2453 to 2458 | 200 | 2250 | 4170 | 2620 | 5110 | 1310 | 3190 | 2980 | 4650 | 4170 | 1030 | 1140 | 2490 |
| P— 7 | P—73 25/28 171-S | 2476, 2477 | 200 | 2400 | 4430 | 2800 | 5430 | 1410 | 3400 | 3180 | 4950 | 4430 | 1120 | 1240 | 2660 |
| P—10 | P—73 25/30 181-SF | 2478 to 2483 | 200 | 2530 | 4640 | 3010 | 5440 | 1440 | 3600 | 3300 | 5200 | 4640 | 1110 | 1240 | 2750 |
| P—10 | P—73 25/30 183-B, 63-SF | 2484 to 2491 | 200 | 2620 | 4840 | 3130 | 5760 | 1480 | 3930 | 3600 | 5400 | 4840 | 1120 | 1270 | 2860 |
| P—12 | P—73 27/28 189-SF | 3120 to 3129 | 190 | 2600 | 4850 | 3050 | 5450 | 1500 | 3700 | 3450 | 5450 | 4850 | 1200 | 1350 | 2950 |
| C—9, 10 | C—57 22/30 200-SF | 2513 to 2599, 2750, 2752 to 2860 | 210 | 2560 | 4590 | 2960 | 5220 | 1530 | 3590 | 3300 | 5200 | 4590 | 1200 | 1320 | 2720 |
| C—9, 10 | C—57 22/30 194-S | | | | | | | | | | | | | | |
| C— 8 | C—57 22/30 192-S | 2698 to 2749, 2751 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 187-S | 2624 to 2679 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 185-S | 2680 to 2693 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 180 | 2624 to 2679 | 200 | 2290 | 4120 | 2650 | 4660 | 1370 | 3190 | 2950 | 4600 | 4120 | 1070 | 1180 | 2430 |
| C— 5 | C—57 22/30 178 | 2680 to 2693 | | | | | | | | | | | | | |
| F— 1 | F—63 27½/32 273-S | 3600 to 3652 | 200 | 3750 | 6700 | 4340 | 7610 | 2250 | 5260 | 4840 | 7600 | 6700 | 1760 | 1950 | 3980 |
| F—4, 5 | F—63 29½/32 306-B, 61-SF | 3668 to 3763 | 200 | 4530 | 8330 | 5370 | 8000 | 2700 | 6590 | 6050 | 9000 | 8000 | 2130 | 2330 | 4790 |
| F— 5 | F—63 29½/32 306-B, 62-SF | 3764 to 3768 | | | | | | | | | | | | | |
| Mt—1, 3, 4, 5 | Mt—73 28/30 246-B, 60-SF | 4300 to 4376 | 210 | 3530 | 6490 | 4120 | 7270 | 2070 | 5240 | 4870 | 7000 | 6490 | 1620 | 1800 | 3840 |
| SP—1 | SP—63 $\frac{25}{28-32}$ 316-B, 60-SF | 5000 to 5015 | 225 | 5200 | 9000 | 6200 | 9000 | 2900 | 7400 | 6950 | 9000 | 9000 | 2450 | 2700 | 5500 |
| SP—2, 3 | SP—63 $\frac{25}{28-32}$ 317-B, 61-SF | 5016 to 5048 | | | | | | | | | | | | | |
| AC—1, 2, 3 | AC—57 $\frac{22-22}{30}$ 441-SF | 4000 to 4048 | 210 | 5350 | 9000 | 6000 | 8000 | 3000 | 7450 | 6900 | 9000 | 8000 | 2550 | 2800 | 5550 |
| AC— 4 | AC—63 $\frac{24-24}{32}$ 475-SF | 4100 to 4125 | 235 | 6750 | 12000 | 7800 | 12000 | 4000 | 9450 | 8700 | 12000 | 12000 | 3200 | 3500 | 7150 |
| AC— 5 | AC—63 $\frac{24-24}{32}$ 483-SF | | | | | | | | | | | | | | |
| | | Allowance for Empty and Underloaded Cars | Less than 40 Ms. | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 3 | 3 | 6 |
| | | | 40 Ms. to 50 Ms. | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 3 |
| | | | More than 50 Ms. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### MILEAGE

#### Main Lines

| | | | | | |
|---|---|---|---|---|---|
| Saugus to Yuma | S. P. R. R. | | | 282.54 | |
| Santa Barbara to Burbank | S. P. R. R. | | | 93.45 | |
| Inter-California Ry. | I. C. Ry. | Niland to Calexico | | 41.70 | |
| | | Cantu to Araz Jct. | | 2.71 | |
| Total Main Lines | | | | | 420.40 |

#### Branches

| | | | | | |
|---|---|---|---|---|---|
| Burbank | S. P. R. R. | Burbank to Chatsworth Junction | | 20.74 | |
| Chino | S. P. R. R. | Pomona to Ontario | | 9.86 | |
| Covina | S. P. R. R. | Bassett to Pomona | | 17.40 | |
| Declezville | S. P. R. R. | South Fontana to Declezville | | 2.55 | |
| Duarte | S. P. R. R. | Alhambra to Rivas | | 13.96 | |
| Laguna | S. P. R. R. | Colorado to Potholes | | 12.28 | |
| Long Beach | S. P. R. R. | Thenard to Long Beach | | 2.81 | |
| Los Alamitos | S. P. R. R. | West Anaheim to Los Alamitos | | 10.23 | |
| Newport | S. P. R. R. | Santa Ana to Stanton Jct. | 25.00 | | |
| | P. E. Ry. | At Gamewell | .94 | 25.94 | |
| Ojai | S. P. R. R. | Ventura Jct. to Ojai | | 15.16 | |
| Pasadena | S. P. R. R. | Alhambra to Pasadena | | 4.76 | |
| Redlands | S. P. R. R. | Bryn Mawr to Greenspot | | 8.94 | |
| San Bernardino & Riverside | S. P. R. R. | San Bernardino to Riverside via Colton | | 11.89 | |
| Sandia | I. C. Ry. | Calipatria to Near Holtville | 27.46 | | |
| | H. I. Ry. | Near Holtville to El Centro | 9.73 | 37.19 | |
| San Pedro | S. P. R. R. | Los Angeles to Pt. Firmin | 26.05 | | |
| | L.A.& S.L.R.R. | At Los Angeles | 7.30 | | |
| | P. E. Ry. | At San Pedro | .03 | 33.38 | |
| Santa Ana | S. P. R. R. | Firestone Park to Santa Ana | | 31.38 | |
| Santa Paula | S. P. R. R. | Montalvo to Saugus | | 45.42 | |
| Tustin | S. P. R. R. | Tustin Junction to Tustin | | 10.64 | |
| Westmorland | I. C. Ry. | Calipatria to Westmorland | | 12.79 | |
| Whittier | S. P. R. R. | Studebaker to Whittier | | 5.91 | |
| Total Branches | | | | | 333.23 |
| Total Los Angeles Division | | | | | 753.63 |

**Note:** Ratings of through trains East will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighting 187,000 pounds on Drivers:

$$C\text{-}57 \frac{22}{30} 187$$

### TRAINMASTERS

C. L. ZWICK............Los Angeles Yard
B. W. MITCHELL....................Indio
G. E. DONNATIN, Terminal Trainmaster......................Los Angeles Yard

### CHIEF TRAIN DISPATCHER

J. A. DAY....................Los Angeles

### ASST. CHIEF TRAIN DISPATCHERS

G. H. MARSH................Los Angeles
L. J. ANDREWS..............Los Angeles

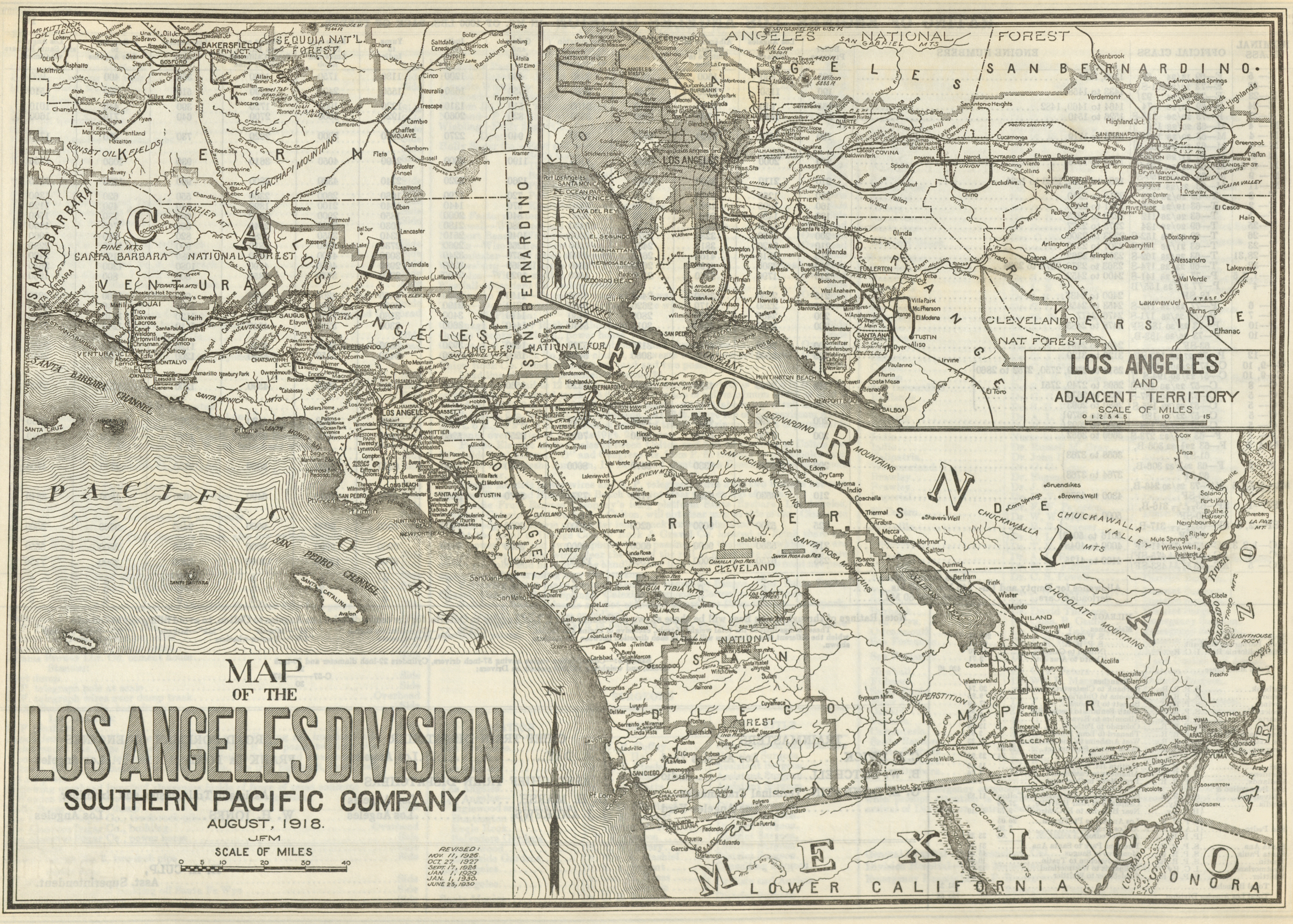
### ROAD FOREMAN OF ENGINES

FRANK La FOND............Los Angeles

### Assistant Trainmaster and Examiner

W. H. JONES................Los Angeles

H. A. CULP,
Asst. Superintendent.



CALIFORNIA
PACIFIC OCEAN
MEXICO
LOWER CALIFORNIA
SONORA
ARIZONA
KERN
LOS ANGELES
SAN BERNARDINO
VENTURA
SANTA BARBARA
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
SEQUOIA NAT'L FOREST
CLEVELAND NATIONAL FOREST
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA MTS
CHUCKAWALLA VALLEY
CHOCOLATE MOUNTAINS
SUNSET OIL FIELDS
SALTON SEA
COLORADO RIVER
BAKERSFIELD
LOS ANGELES
SAN DIEGO
SANTA BARBARA
RIVERSIDE
YUMA
EL CENTRO
SANTA CATALINA
LOS ANGELES AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15

# MAP OF THE LOS ANGELES DIVISION

## SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

REVISED:
NOV. 11, 1926
OCT. 27, 1927
SEPT. 17, 1928
JAN 1, 1929
JAN. 1, 1930.
JUNE 23, 1930